

AMERICAN RAILROAD JOURNAL.

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perience, supported by a wealthy and powerful corporation, it is no wonder that "the work goes bravely on." But still, if Uncle Sam had not put his shoulder to the wheel, opened up his purse, and offered his broad acres, the locomotive would not have whistled at Brigham Young for a long time to come. But Uncle Sam's great farm of half a continent needed a road through it—his Indians needed a touch of railroad civilization to keep them peaceable, and it was very necessary that he should open those great and rich mountain pockets so full of gold, which nothing but a steam engine could unbutton. It seems wise, therefore, that he should lend fifty million dollars, and give even twenty million acres of land, which would otherwise be worthless, to improve his own property, and take a second mortgage on the greatest railroad in the world for security, especially when his own freight bills for work done, at a quarter of the old prices, more than pay the interest. But profitable as the investment is to the country, it gives remarkable safety and value to the company's own First Mortgage bonds. The Government stands behind them, and gives them such a guarantee as it never gave to the securities of any private enterprise. We never desire to recommend anything beyond its actual merit, but we think that any one who has a thousand dollars to invest, would do well to call upon the Union Pacific Railroad Company's agent, or write to their office, No. 20 Nassau street, New York, for a very interesting pamphlet, containing a map of the line, and a full statement in relation to the progress of this great national enterprise.

Virginia Central Railroad.

We can hardly keep up with the progress of this road. Three weeks ago we read of 400 and some miles completed, then of 500, and now we are told that the base of the Rocky Mountains, *Five Hundred and Twenty-five miles from Omaha*, has been reached. But this is not all, even for this year. To the summit of the Black Hills (the easterly ridge of the Rocky Mountain range) is but 30 miles further, and this point, the highest on the whole line, is expected to be the halting-place for a railway train in a few weeks more. The vigor with which this great national undertaking is being pushed forward is one of the wonders even of this wonderful age. Over the plains—across the rivers—up the mountain slopes, and through the defiles beyond, the same restless energy urges on the work, leaving us no reason to doubt that the Pacific Ocean will be united with the Atlantic by rail in 1870.

All these great achievements cost money, and a great deal of it. Over forty million dollars have already been expended on the two ends of the line, and yet funds have never been lacking. With directors of great energy and financial ex-

Chesapeake and Ohio Railroad.

At the recent meeting of the stockholders of the Virginia Central Railroad Co., a resolution was adopted instructing the company to contract for the completion of the Chesapeake and Ohio Railroad as soon as three and a half millions of dollars in county bonds are subscribed. The bonds are to be sold at a discount of not more than ten per cent. The subscription will in all probability be taken, and the work pushed rapidly forward.

Mississippi Central Railroad.

The earnings of this road for the fiscal years ending August 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers.....	\$187,480 23	\$539,667 09
" freight.....	307,788 94	488,806 93
" U. S. mail.....	19,071 58	28,700 00
" News agency.....	450 00	1,100 00
		\$604,790 70
		\$1,002,774 02

Expenses, viz :

Conducting transp....	\$74,874 23	\$115,707 16
Maintenance of way...	97,901 77	150,189 80
Motive power.....	61,748 07	181,541 87
Maintenance of cars.....	10,867 11	43,174 41
Loss and damage.....	18,037 29	26,383 46
Expense account.....	4,695 81	5,896 01
Fuel.....	34,028 79	59,946 62
Legal expenses.....	3,152 15
U. S. tax and stamps ..	2,630 65	13,742 92
Stationery, etc.....	2,984 41	6,887 56
Storage.....	7,497 60
Extraordinary exp.....	607,354 48	412,240 24

\$915,142 61

\$975,809 79

Excess of earnings.....

\$27,464 28

Excess of expenses.....

\$310,351 91

The gross receipts for the year ending August 31, 1867, compared with those of the preceding year, show an increase of \$397,983 32; with an increase in expenditures of \$60,167 18—a gain of \$237,816 14.

The ordinary expenses for conducting the operations of the company, in 1865-'66, as given above, were \$307,788 18; and in 1866-'67, \$563,069 55—an increase of \$255,281 42. The earnings less ordinary expenses, in the former year were \$297,002 57; and in the latter year, \$439,704 47—a gain of \$142,701 90. The ordinary expenses during the past year were about 56 per

to enable us to discharge our floating debt, and the interest on our coupon interest extended as proposed. We have shown that even upon these estimated low receipts during the ensuing three and a half years, we shall discharge all obligations maturing within that period. We have every reason to believe that our receipts are under estimated and will exceed our figures.

The mail pay, in consequence of double daily service during the ensuing year, will be fifty per cent. larger than the past.

We respectfully recommend a second application to the legislature of this State for an amendment to our charter, conforming the same to the stipulations of an agreement entered into with the holders of our bonds, securing to them a voice in the election of your directory and the general administration of the affairs of the company.

We think this due those who invested their means in our bonds, as it will insure them power adequate to the protection of a common interest, to be exercised in conjunction with yourselves for the mutual benefit of both parties. We also recommend to the convention the appointment of a committee of investigation from their own body, and the adoption of resolutions inviting the bondholders to appoint a like committee, to whom shall be offered every facility for a thorough examination of the road and its property, together with all books and papers of the company.

The proposition to extend your road North from its present Northern terminus at Jackson, Tenn., by a connection with the N. O. & O. R. R. Co., to Paducah, Ky., is one the importance of which cannot be over estimated. Surveys are now being made, or will soon be commenced, and when finished no time should be lost in the completion of this most desirable and important work, as we shall then present an air line route from the Gulf of Mexico in an almost due northwardly direction five hundred and forty-eight miles in length to the Ohio River, where the same can be bridged. At that point we are at once placed in communication by rail to Louisville on the right hand, Vincennes on the north, and St. Louis on the left by existing roads and lines already commenced or in contemplation. A main trunk line like this need fear no competition, passing as it will over the most direct route to its termini, and must transport the varied products of the semi-tropics and the frozen North.

Its present connections are important, and each additional tributary must increase the stream destined to pass over it in either direction. An examination of the map will convince all that it must become an unrivalled route. Beginning at New Orleans, the great emporium and *entrepot* of the South (at which point it will receive or discharge the travel and trade of Texas, which is destined to become a great country,) it passes north to Jackson, Miss., there it is crossed by the Vicksburg and Meridian Railroad, which becomes a feeder through the Mississippi River on the one hand, and the rich country stretching east on the other through Meridian to the State of Alabama. At Grenada the M. & T. R. R. delivers its tribute direct from Memphis to this Grand Trunk.

At Grand Junction the Memphis and Charleston Railroad crosses our pathway, affording passengers an outlet to the Mississippi at Memphis on the left, and to the East Tennessee and Virginia Line of railroads on the right. Thence continuing its route it reaches Jackson, Tennessee, where it connects with the Mobile and Ohio Railroad to Columbus, Ky., or the Memphis and Ohio Railroad for Nashville and Louisville. When, however, the line to Paducah shall be completed the traveller will be taken from New Orleans to Paducah without change of cars; and the distance from New Orleans to Louisville and Nashville diminished. Such a line must attract the attention of capitalists, and result in the desired settlement of a country now but sparsely peopled, abounding in all the elements necessary to secure the success of the husbandman, with a fertile soil, not surpassed by any in the South; it invites, and must eventually secure settlers. Already manufactorys are springing up on the line at six per cent. interest, \$66,585.

Wesson, Jackson, Miss., Bankston, Carrollton, Water Valley, Bolivar and Jackson, Tenn., and others in contemplation, but restrained for the present by the political aspect of the country.

When the clouds now lowering over us shall have disappeared, we have a right to look for the opening of a bright future for our road. Let us then discard all sectional differences and together resolve that we will not mar the prospect before us. With one will and one purpose let us work harmoniously, and we shall succeed in accomplishing what an opposite course will assuredly defeat.

The company have 36 locomotives, 10 of which need rebuilding; 19 passenger, 9 express, mail and baggage, 1 wrecking, 2 stock, 127 box, 83 platform, 29 hand and 8 hurdle cars. Miles run by locomotives during the year, 429,653. Do. by passenger cars, 815,486. Do. by all cars, 1,271,091. Number of passengers carried north, 57,395; do., south, 54,202—total, 111,687. No. of bales of cotton forwarded, 58,577.

BALANCE SHEET, AUGUST 31.

	1866.	1867.
Capital stock.....	\$2,949,231 47	\$2,948,783 27
First mortgage bonds 1,190,896 66	1,246,000 00	
Second mortgage b'ds 1,115,400 00	1,517,600 00	
Income bonds.....	87,550 00
M. C. & T. R. R. b'ds	71,000 00	28,000 00
State of Tennessee..	928,980 00	1,078,980 00
Circulation in change bills.....	210,161 50	205,454 50
Earnings during the year.....	604,790 70	1,002,774 02
Bills payable.....	368,825 67	527,643 66
Open accounts and pay rolls.....	304,009 60	251,485 40
Sinking fund.....	200,000 00	200,000 00
Contingent fund.....	200,000 00
Profit and loss.....	337,526 37	655,534 60
 Totals.....	 \$8,568,871 97	 \$9,662,255 45

President.—A. M. WEST.

Directors.—A. M. West, J. B. Fant, T. J. Malone, A. H. Pegues, Jas. Brown, C. M. Vaiden, Jno. A. Binford, B. T. Owen, L. Q. C. Lamar, R. P. Neely, John J. Polk, Wm. H. Stephens, Hugh Torrance. By the Governor, Thomas Boyle, C. H. Anderson, Wm. J. Smith.

Gen'l Superintendent.—E. D. FROST.

Secretary.—A. J. McCONNICO.

Treasurer.—T. N. WENDEL.

Finances of Indiana.

The Treasurer of the State of Indiana in his report for the fiscal year ending October 31, 1867, states that the balance in the Treasury from the previous year was \$390,380 14; receipts during the fiscal year, \$4,210,866 44; total, \$4,600,716 78. Disbursements during the fiscal year, \$4,446,691 09; Treasurer's balance, \$151,025 49. Orders outstanding and unpaid, \$867,270; Auditor's balance, \$146,352 79.

The funded interest bearing debt of the State is as follows:

Stock bearing five per cent. interest, \$4,525,719 33; war loan bonds bearing six per cent. interest, \$395,000; Vincennes University bonds, bearing

A considerable portion of this debt is held by the State, making a reduction in the amount, for which the State is liable, as follows, viz:

Five per cent. bonds held by the State Debt Sinking Fund Board, \$771,488; two and a half per cent. bonds, held by the State Sinking Fund Board, \$96,900; total outstanding debt, \$4,118,921 83. Of the latter, the State holds in trust for the Common School Fund as follows, viz: Five per cent. stock, \$784,000. Total debt, exclusive of the amount held by the State, \$3,661,187 83.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States November 1, and December 1, 1867:

DEBT BEARING COIN INTEREST.

	Nov. 1, 1867.	Dec. 1, 1867.
Five per cent. bonds.....	\$198,845,350 00	\$205,552,850 00
Six per cent. bonds of 1867 and 1868.....	14,690,941 80	14,690,941 80
Six per cent. bonds of 1881.....	283,676,600 00	282,731,550 00
Six per cent. Five-twenty bonds.....	1,267,898,100 00	1,324,412,550 00
Navy pension fund.....	13,000,000 00	13,000,000 00
 Total.....	 \$1,778,110,991 90	 \$1,840,367,891 80

DEBT BEARING CURRENCY INTEREST.

	Six per cent. bonds.....	Three-year compound interest notes.....	Three-year seven-thirty notes.....	Three per cent. certificates.....
	\$18,042,000 00	\$18,601,000 00	62,558,940 00	62,249,360 00
			334,607,700 00	285,587,100 00
			11,560,000 00	12,855,000 00
 Total.....	 \$426,768,640 00	 \$379,292,460 00		

MATURED DEBT NOT PRESENTED FOR PAYMENT.

	Three years Seven-thirty notes, due Aug. 15, 1867.....	Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67.....	Bonds of Texas indemnity.....	Treasury notes, act July 17, 1861, and prior thereto.....	Bonds, April 15, 1842.....	Treasury notes, March 3, 1863.....	Temporary loan.....	Certificates of indebtedness.....
	\$3,371,100 00	\$2,855,400 00	262,000 00	54,061 64	54,061 64	868,240 00	2,880,900 55	34,000 00
 Totals.....	 \$18,237,538 83	 \$14,176,363 83						

DEBT BEARING NO INTEREST.

	United States notes.....	Fractional currency.....
	\$357,164,844 00	\$356,212,473 00
		30,706,433 39

Gold certificates of deposit..... 14,514,200 00

Total..... \$402,385,677 39

Total debt..... \$2,625,502,848 02

\$2,639,382,572 68

AMOUNT IN THE TREASURY.

	Coin.....	Currency.....
	\$111,540,317 35	\$100,690,645 69

Total..... \$133,998,398 02

Amount of debt less cash in the Treasury.....

\$2,491,504,450 00

\$2,501,205,751 75

By comparing this with the statement of November 1, it is shown that the debt bearing coin interest has increased \$62,256,900; the debt bearing currency interest has decreased \$47,476,180; the matured debt not presented for payment has decreased \$4,059,175; and the debt bearing no interest has increased \$3,159,179 66—making the increase in the total debt since November 1, 1867, \$13,879,724 66. The amount of coin in the Treasury during the same period has decreased \$10,849,671 66, and the amount of currency has increased \$15,028,094 57—leaving the amount of debt less cash in the Treasury on December 1, \$9,701,301 75 more than on November 1.

NATIONAL AND STATE SECURITIES.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western :													
1864	150,713	164,438	166,493	194,992	200,807	265,626	298,512	356,408	401,108	387,228	383,844	328,528	8,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	403,882	596,584	641,481	675,446	684,243	576,365	6,626,335
1866	475,641	438,279	385,991	412,621	464,507	493,243	466,898	588,589	638,150	599,670	474,056	588,578	6,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,598	-----	-----
Chicago and Alton :													
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,187	167,948	170,044	170,910	156,869	168,294	1,673,706
1864	100,901	154,418	195,303	162,723	178,786	206,690	224,257	312,165	384,554	320,879	307,803	262,015	2,770,484
1865	280,508	275,288	299,063	258,480	522,278	356,270	386,985	409,251	401,280	387,956	307,919	286,824	3,840,092
1866	226,153	222,241	200,111	269,349	329,851	371,544	381,957	387,269	322,638	360,223	328,080	271,247	3,696,158
1867	240,238	142,947	238,622	283,921	338,091	348,471	356,142	421,484	422,164	430,108	384,196	-----	-----
Chicago, Rock Island and Pacific :													
1863	140,024	130,225	122,512	126,798	144,995	170,987	189,142	160,806	210,729	216,030	196,425	201,134	1,959,289
1864	158,735	175,482	243,150	185,013	198,679	243,173	224,980	307,974	375,960	324,865	336,617	321,037	3,095,470
1865	305,554	245,331	288,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,779	201,779	8,813,514
1866	241,395	188,385	257,230	209,099	277,506	306,698	238,920	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,464	280,283	261,916	261,483	274,800	404,600	566,408	558,200	415,400	-----	-----
Chicago and Northwestern :													
1863	-----	-----	-----	-----	-----	366,100	281,284	296,169	551,122	436,945	407,688	2,811,544	-----
1864	273,875	317,839	390,365	421,363	466,390	566,145	480,710	512,306	669,605	729,759	716,373	586,400	6,114,566
1865	541,005	492,164	499,296	468,558	685,623	747,942	702,681	767,808	946,707	932,682	754,671	547,812	7,976,490
1866	522,568	399,917	523,745	587,519	855,943	926,988	808,524	797,475	1,000,089	1,200,216	1,10,892	712,359	9,290,430
1867	696,147	574,664	765,398	774,279	895,712	893,387	800,825	1,038,524	1,461,284	1,508,583	1,210,887	-----	-----
Chicago and Great Eastern :													
1863	88,829	23,804	38,485	40,641	37,588	88,058	80,208	80,198	51,485	61,787	61,386	60,895	528,884
1864	47,393	56,565	67,822	61,812	59,182	58,178	58,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	85,450	76,674	91,97	91,075	97,145	106,389	118,610	116,293	91,564	1,108,321	-----
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	182,725	136,597	123,783	1,817,102
1867	95,233	80,923	93,872	108,154	90,588	87,784	81,500	94,887	120,495	143,805	-----	-----	-----
Des Moines Valley :													
1866	40,129	29,102	37,501	39,800	40,458	89,680	41,212	43,580	65,085	80,588	73,140	50,296	580,271
1867	49,654	86,098	66,859	59,196	61,447	58,998	58,683	69,018	71,113	81,076	-----	-----	-----
Erie :													
1863	846,695	889,949	956,445	948,059	848,783	770,148	781,248	687,092	816,801	966,204	1,024,849	1,035,321	10,469,481
1864	984,837	984,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,09,344	1,301,006	1,224,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,562	1,458,455	1,133,461	1,172,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,424,775
1866	1,185,746	987,985	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,298,400	1,416,101	1,476,244	1,416,001	1,041,116	14,990,418
1867	906,795	917,639	1,139,523	1,217,143	1,122,140	1,118,731	1,071,812	1,289,024	1,414,745	1,498,718	-----	-----	-----
Illinois Central :													
1863	299,044	271,055	275,643	259,224	324,637	407,992	343,929	511,305	478,576	496,483	437,679	424,631	4,571,028
1864	327,900	416,598	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	608,402	6,322,447
1865	571,533	518,973	616,685	514,603	460,573	617,682	578,403	747,449	739,788	641,589	618,088	7,181,208	-----
1866	603,053	505,266	505,465	411,805	569,250	567,679	480,626	578,233	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,852	420,365	477,607	496,616	497,879	654,377	708,259	761,499	679,160	-----	-----
Marietta and Cincinnati :													
1863	35,203	53,778	60,540	64,806	35,326	40,706	58,704	52,864	77,112	88,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,359	83,993	78,697	91,869	90,972	98,078	98,546	96,908	95,453	1,058,165
1865	98,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,888	103,373	98,043	106,921	104,866	118,504	112,952	128,302	1,301,230
1867	94,136	78,976	92,910	92,768	90,525	96,585	106,594	114,713	121,217	142,823	132,857	-----	-----
Milwaukee and Prairie du Chien :													
1863	67,180	76,182	44,925	88,177	106,967	111,200	71,587	69,363	155,417	205,055	188,842	112,913	1,247,258
1864	102,749	118,136	88,221	140,418	186,747	212,209	189,547	113,399	168,218	178,528	149,099	117,018	1,711,281
1865	98,184	74,288	70,740	106,689	146,945	224,838	217,160	170,565	228,020	310,695	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	108,082	267,488	262,172	170,795	118,224	180,869	245,701	244,844	95,787	1,983,900
1867	143,000	85,000	72,000	87,610	119,104	114,579	131,000	113,707	277,830	-----	-----	-----	-----
Michigan Southern & Northern Indiana :													
1863	245,784	230,508	557,227	268,613	264,935	241,236	189,145	282,012	306,106	375,587	322,260	348,048	8,302,545
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	361,459	387,006	301,613	418,575	486,808	524,700	496,072	351,709	4,826,727
1866	312,546	277,234	412,715	418,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	382,218	4,000,348
1867	305,557	311,038	379,761	391,163	385,601	394,232	312,879	428,762	428,588	539,455	428,841	-----	-----
Michigan Central :													
1863	242,073	245,855	230,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	8,168,065
1864	252,486	278,548	248,802	388,276	271,553	265,790	263,244	464,751	408,446	410,802	405,510	376,470	8,970,946
1865	306,324	279,137	344,228	327,241	401,456	385,663	329,105	413,501	476,631	447,870	322,870	4,520,550	-----
1866	282,439	265,796	237,158	243,737	365,196	335,083	324,936	359,646	429,151	498,640	414,604	308,669	4,260,115
1867	304,096	288,661	375,310	362,788	335,952	284,977	314,021	398,938	464,778	506,295	412,934	-----	-----
Milwaukee and St. Paul :													
1864	51,965	40,474	64,993	83,202	131,445	126,970	99,662	86,482	164,710	22			

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			Description.	
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.		
Alabama and Florida:													
Mortgage	\$300,000	7			1867		Chicago and Milwaukee:	1,726,000	7	Jan. & July.	New York	1898	88
Conver. (guar. by Dir.)	150,000	7			1868		1st General Mort.	5,600,000	7	Apr. & Oct.	New York	1895	65
Alabama and Tenn. Rivers:							Chicago and Great Eastern:	1,397,000	7	Jan. & July.	New York	1870	102
1st Mortgage convertible	823,000	7	Jan. & July.	New York	1872		1st Mortgage	47,000	8	May & Nov.	"	var.	---
2d Mortgage	225,705	8			1864		Income bonds	6,099,000	7	Jan. & July.	"	"	1890
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	1,250,000	7	Feb. & Aug.	New York	1865	96
Mortgage	2,114,000	7	April & Oct.	Albany	1888		Preferred Sinking Fund	3,600,000	7	"	"	1865	34
Allegheny Valley:							General 1st Mortgage	756,000	7	May & Nov.	"	"	1885
1st Mortgage	398,000	7	April & Oct.	Pittsburg	1891		Funded Coupon Bonds	3,040,000	7	F. M. A. & N.	"	"	1915
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London	1879		Consolidated Sinking Fund	165,000	7	Apr. & Oct.	"	"	1874
2d Mortgage	774,700	7	April & Oct.	Baltimore	1881		Equipment Bonds	2,200,000	10	May & Nov.	"	"	75
1st Mortgage, Penn.	2,324,500	7	"	1877			Equipment Bonds	184,000	7	Feb. & Aug.	"	"	1895
2d Mortgage	918,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	300,000	7	"	"	"	1885
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	New York	1876		Green Bay Extension Bonds	200,000	8	Jan. & July.	"	"	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	"	1884		Flagg Trust Bonds	1,250,000	7	May & Nov.	New York	1880	90
2d Mortgage	2,580,000	7	Jan. & July.	Cincinnati, Hamilton and Dayton	1884		3d Mortgage	500,000	8	"	"	1877	---
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, and Zanesville:	1,300,000	7	May & Nov.	New York	1893	---
1st Mortgage, Silver Creek	200,000	7	March & Sept.	London	1890		1st Mortgage	350,000	7	Feb. & Aug.	New York	1873	98
Consolidated Bonds	16,333,500	7	Quarterly.	"			3d Mortgage	587,000	8	March & Sept.	"	"	1876
Atlantic and St. Lawrence:							Hubbard Branch:	105,600	7				---
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1866		Clev. Painesville and Ashtabula:	500,000	7	Jan. & July.	New York	1878	100
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London	1878		Sp. and (Sunbury and Erie)	1,000,000	7	"	"	"	---
City of Portland Loan (Coupon)	1,000,000	6	Various	N. Y., P. & B.	68-70		Dividend Mortgage						
Baltimore and Ohio:							Cleveland and Pittsburg:	1,129,000	7	March & Sept.	New York	1873	96
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju.Oc.	London	1838		2d Mort. (M. L.) or 1st Extension	1,619,500	7	"	"	1875	90
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore	1886		3d Mort. (M. L.) or 2d Extension	1,107,546	6	Jan. & July.	"	"	1892
"	1850	6	Jan. & July.	"	1890		4th Mort. (M. L.) or 3d Extension						73
"	1855	6	Jan. & July.	"	1875		Clev. Columbus and Cin.:	450,000	7	Jan. & July.	New York	184-90	---
"	1856	6	Jan. & July.	"	1887		1st Mortgage, Coupon	27,000	7	April & Oct.	New York	1867	---
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	Boston	1870		Junction 1st Mortgage 1st Div.	128,000	7	June & Dec.	"	"	1872
Bay de Noquet and Marquette:							C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	"	1886
Income	100,000	8	April & Oct.	Boston	1870		C. and T. Income (convertible)	6,000	7	March & Sept.	"	"	1879
Bellefontaine and Indiana:							C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	"	1885
1st Mortgage extended	1,225,000	7	Jan. & July.	New York	70-90		Columbus and Indiana Central:	3,200,000	7	Jan. & July.	New York	---	---
2d Mortgage	453,000	7	"	"	80-90		1st mortgage	1,000,000	7	May & Nov.	"	"	---
Income bonds	87,000	7			1870		2d mortgage	248,000	6	March & Sep.	Columbus	1890	---
Belvidere Delaware:							Columbus and Xenia:	250,000	6	March & Sept.	Boston	1873	96
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York	1867		Connecticut River:	573,800	6	June & Dec.	Boston	1876	90
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton	1886		Connecticut and Passump. Rivers:	161,000	8	April & Oct.	Philadelphia	1904	106
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		1st Mortgage	161,000	8	"	"	1904	---
Boston Concord and Montreal:							2d Mortgage	109,500	8	"	"		
1st Mortgage	64,000	6	Feb. & Aug.	Boston	1865		Dayton and Michigan:	238,000	7	Jan. & July.	New York	1867	68
1st Mortgage	300,000	7	"	New York	1866		1st Mortgage	2,589,000	7	"	"	1881	87
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston	1870		2d Mortgage	642,000	7	"	"		
2d Mortgage Coupons	250,000	7	"	New York	1870		3d Mortgage	169,500	7	"	"		
Sinking Fund	336,000	6	"	Boston	1889		Toledo depot bonds	289,000	7	March & Sept.	New York	1892	50
Boston and Lowell:							Dayton and Western:	250,000	7	June & Dec.	"	"	40
Mortgage	440,000	6	Jan. & July.	Boston	1873	100	1st Mortgage	300,000	7	May & Nov.	"	"	---
"	200,000	6	April & Oct.	"	1879	93	2d Mortgage	1,740,000	8	Jan. & July.	"	"	---
Buffalo, Bradford and Pittsburg:							2d Mortgage	1,000,000	8	"	"		
1st Mortgage	1,766,000	7	Jan. & July.	New York	1886		3d Mortgage	1,740,000	8	"	"		
Buffalo, New York and Erie:							4th Mortgage	1,000,000	8	"	"		
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1877	90	Dayton and Michigan:	283,000	7	Jan. & July.	New York	1867	68
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	1st Mortgage	1,223,500	7	April & Oct.	"	"	1875
Buffalo and State Line:							2d Mortgage	1,668,000	7	March & Sept.	"	"	98
1st Mortgage	500,000	7	April & Oct.	New York	1866	98	3d Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	90
Income († in '92 & in '93)	200,000	7	Jan. & July.	"	var.		Guaranteed	100,000	6	"	"	1875	---
Special Erie and North-East	140,000	7	"	"	61-70		State Loan	170,000	6	"	"	1876	---
Burlington and Missouri:							Delaware, Lackawanna and W. N.	572,000	7	Jan. & July.	New York	1871	97
New Land Mortgage	1,429,000	7	April & Oct.	New York	1870		1st Mortgage (Lack. & Western)	1,223,500	7	April & Oct.	"	"	---
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage (E. Extension)	1,668,000	7	March & Sept.	"	"	---
Old Road bonds	121,160	7					2d Mortgage	420,000	5	Jan. & July.	London	1872	---
Camden and Amboy:							3d Mortgage	739,200	6	Feb. & Aug.	Boston	1874	96
English debt (S. F.) £280,550	1,841,862	6	Semi-annual.	London	1880		4th Mortgage (G. W. R.)	425,000	5	Ja. Ap. Ju.Oc.	"	66-71	---
American Loan	3,335	6	"	New York	1864		4th Mortgage (G. W. R.)	214,400	6	"	"	1876	---
Loan for \$500,000	210,600	6	"	"	1867		Dayton and Sioux City:	300,000	7	May & Nov.	New York	1883	87
"	\$300,000	6	"	"	1870		1st Mort. (S. F.) coupon 1st Div.	66,000	6	"	"	---	
"	\$875,000	6	"	"	1875		Construction bonds, 2d Div'n.	2,500,000	7	Jan. & July.	New York	1875	75
"	\$11,700,000	6	"	"	1875		2d Mort. (convertible)	1,000,000	8	"	"	1866	---
"	\$2,500,000	6	"	"	1883		3d Mort. (convertible)	750,000	10	"	"	1863	---
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889		4th Mortgage (G. W. R.)	500,000	8	"	"	---	
Camden and Atlantic:							Dayton and Milwaukee:	289,000	7	March & Sept.	New York	1892	50
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90	1st Mortgage (convertible)	250,000	7	June & Dec.	"	"	40
2d Mortgage	458,000	6	April & Oct.	"	1879	75	2d Mortgage	1,223,500	7	April & Oct.	"	"	---
Ontarianna:							3d Mortgage	1,668,000	7	March & Sept.	"	"	---
1st Mortgage	270,000	7	May & Nov.	Philadelphia	1882		4th Mortgage (G. W. R.)	500,000	8	"	"	---	
Central of New Jersey:							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York	1877	97
1st Mortgage	900,000	7	Feb. & Aug.	New York	1870	104	2d Mort. (convertible)	1,223,500	7	Jan. & July.	"	"	---
2d Mortgage	600,000	7	May & Nov.	"	1875	100	3d Mort. (convertible)	1,668,000	7	April & Oct.	"	"	---
Central Ohio:							4th Mortgage (G. W. R.)	500,000	8	"	"	---	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville	1890	82	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York	1883	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		2d Mort. (convertible)	1,223,500	7	Jan. & July.	"	"	---
2d Mortgage	800,000	7	March & Sept.	Baltimore	1885		3d Mort. (convertible)	1,668,000	7	April & Oct.	"	"	---
2d Mortgage (S. F.)	950,000	7	"	"	1885		4th Mortgage (G. W. R.)	500,000	8	"	"	---	
4th Mortgage (S. F.)	1,335,800	7	"	"	1885		Dayton and Milwaukee:	1,223,500	7	Jan. & July.	"	"	---
Income	1,192,200	7	Jan. & July.	"	1887	50	1st Mortgage (convertible)	420,000	5	Jan. & July.	London	1872	---
Central Pacific of California:							2d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston	1874	96
1st Mortgage	236,000	6	Jan. & July.	New York	1866	94	3d Mortgage (convertible)	425,000	5	Ja. Ap. Ju.Oc.	"	66-71	---
Convertible bonds	1,000,000	7	"	"	1883	100	4th Mortgage (G. W. R.)						

AMERICAN RAILROAD BOND LIST.

^{*)} signifies that the road is in the hands of receivers. (*) that the company is in default in its interest. "S. F." Sinking Fund. var." that the bonds fall due at different periods.

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.			Description
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	
North Carolina:												
Mortgage Loan	433,000	8	Mar. & Sept.		1867		Richmond and Danville:					
North-Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond	175-76
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Coupon)	32,000	7	Feb. & Aug.	"	1875
2d Mortgage	145,000	7	"	"	1868		Mortgage (Registered)	504,000	7	"	"	1873
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Richmond and Petersburg:					
Northern Central:							Mortgage bonds	130,500	7	June & Dec.	Petersburg	1875
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore	-----		Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	96	Rome, Watertown and Ogdensburg:					
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		1st Mortgage (S. F.)	530,000	7	June & Dec.	New York	1891
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	Butland and Burlington:					
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1868
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct	"	1900	8	2d Mortgage	937,500	7	"	"	1863
North Pennsylvania:							3d Mortgage	440,000	7	"	"	40
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	88	Sacramento Valley:					3
Chattel Mortgage	380,000	10	"	"	1887	112	1st Mortgage	400,000	10	Jan. & July	New York	1875
Northern (N. H.):							2d Mortgage	323,000	10	Feb. & Aug.	San Francisco	1881
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	94	Sandusky, Dayton and Cincinnati:					
Norwich and Worcester:							1st Mortgage	981,000	7	Feb. & Aug.	-----	1900
Mas. State Loan	185,000	6	Jan. & July	Boston	1877		3d Mortgage	148,000	7	-----	-----	1875
Bonds for Dividend Scrip	59,000	7	"	New York	'64-'74		Six per cents	73,972	6	-----	-----	1878
Steamboat Bonds	93,000	7	Feb & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July	New York	1866
Ohio and Mississippi:							Seaboard and Roanoke:					
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	88	1st Mortgage	210,000	7	-----	-----	1880
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	-----	-----	1870
2d Mortgage—Western	750,000	7	"	"	1874		3d Mortgage	123,893	7	-----	-----	1873
Orange and Alexandria:							Registered Convertible					
1st Mortgage	400,000	6	May & Nov.	New York	1866		South Carolina:					
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	"	1875		State Loan	187,000	6	-----	-----	1868
2d Extension	570,500	8	May & Nov.	"	1873	58	Domestic Bonds	284,600	6	Jan. & July	-----	'73-'74
Ogdensburg & Lake Champlain:							Domestic Bonds	643,500	7	April & Oct.	-----	'69-'71
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	99	Sterl. Skg F'd b'ds after Jan. 1, '70	2,012,304	5	Jan. & July	London	1888
Oswego and Syracuse:							Do. do. do.	273,187	5	Jan. & July	Charleston	1886
1st Mortgage	386,000	6	Jan. & July	Oswego	'70-'80		Southern Mississippi:	500,000	-----	-----	-----	-----
Pacific (Mo.):							South-Western (Ga.):					
Construction Main Line	1,500,000	7	Jan. & July	New York	'68-'70	86	1st Mortgage	437,000	-----	-----	Macon	175-55
Panama:							St. Louis, Alton & Terre Haute:					
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		2d Mortgage	1,000,000	7	April & Oct.	Philadelphia	1877
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		3d Mortgage	1,400,000	7	April & Oct.	New York	1876
Peninsula:							St. L. Jacksonv. and Chicago:					
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	76	1st Mortgage	1,372,000	7	April & Oct.	New York	1894
Pennsylvania:							2d Mortgage	120,000	8	March & Sept.	-----	1892
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	100	1st Mort. (70 m.)	700,000	7	Jan. & July	-----	1892
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93	1st Mort. (70 m.) 2d mort. (10 m.)	1,200,000	7	June & Dec.	-----	1892
2d Mortgage Sterling	2,283,840	6	"	London	1875		Land Grant Mortgage					
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	102	Toledo, Peoria & Warsaw:					
Penobscot and Kennebec:							1st Mortgage	1,000,000	7	June & Dec	New York	1894
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston	'74-'75		2d Mortgage	900,000	7	Feb. & Aug.	New York	1890
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		3d Mortgage	2,500,000	7	"	"	80
Peterb'y and Lynchb'y (S. Side):							St. Louis, Alton & Terre Haute:					
1st Mortgage ('70-'75)	300,000	6	Jan. & July	Petersburg	'70-'75		1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894
3d Mortgage (1862-'70-'72)	814,900	6	"	"	'62-'72		(series B)	1,100,000	7	April & Oct.	"	95
Special Mortgage (1866-'68)	175,000	6	"	"	'65-'68		2d pref. (series C)	1,400,000	7	Feb. & Aug.	"	81
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		3d Income (series D)	1,400,000	7	May & Nov.	"	76
Phila., Germanv'n and Norrisv'n:							St. L. Jacksonv. and Chicago:					
Convertible Loan	292,500	6	Jan. & July	Philadelphia	1885		1st Mortgage	1,372,000	7	April & Oct.	New York	1894
Philadelphia and Erie:							2d Mortgage	120,000	8	March & Sept.	-----	1892
1st Mortgage (Sunn. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	98	1st Mort. (70 m.)	700,000	7	Jan. & July	-----	1892
1st Mortgage (general)	5,000,000	6	"	"	1881		1st Land Grant Mortgage	1,200,000	7	June & Dec.	-----	1892
2d Mortgage	3,000,000	7	"	"	1885		Toledo, Peoria & Warsaw:					
3d Mortgage	4,000,000	6	"	"	1901		1st Mortgage	1,000,000	7	June & Dec	New York	1894
Philadelphia and Reading:							2d Mortgage	900,000	7	Feb. & Aug.	New York	1890
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July	Philadelphia	1880	95	3d Mortgage	2,500,000	7	"	"	80
" 1840	2,695,600	6	April & Oct.	"	1870		St. M. (T. L. K. Wab. and St. Louis)	1,000,000	7	May & Nov.	"	1875
" 1841	106,000	6	Jan. & July	"	1871	91	2d M. (T. L. K. Wab. and Western)	1,600,000	7	"	"	77
" 1843	1,525,800	6	"	"	1880		Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	86
" 1844	804,000	6	"	"	1880	91	Equipment bonds (T. W. & W.)	600,000	7	May & Nov.	New York	1882
" 1845	101,000	6	"	"	1880	92	Vermont Central:					
" 1849	67,000	6	"	"	1880	96	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861
" 1857, (convertible)	415,500	6	"	"	1886	97	2d Mortgage Coupon	1,500,000	7	Jan. & July	"	1867
" 1858	60,000	7	"	"	1886		Vermont and Massachusetts:					
Phila., Wilmington and Baltimore:							Mortgage Bonds	924,905	6	Jan. & July	Boston	1883
Mortgage Loan	460,000	6	Jan. & July	Philadelphia	1884	95	Virginia Central:					
Pittsburg and Connellsville:							Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74	Mort. (coupons)	206,500	5	"	Richmond'd &	1872
Pittsburg, Ft. Wayne and Chicago:							State Loan 1859-'60	983,000	6	"	New York	1884
1st Mortgage (series A)	875,000	7	Jan. & July	New York	1912	105	Coupon bonds of 1855	210,000	6	-----	Richmond	-----
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Funding Interest bonds	53,000	8	-----	"	1976
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Dividend bonds	156,089	8	-----	"	70-77
" (series D)	875,000	7	April & Oct.	"	1912	"	Virginia and Tennessee:					
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	494,000	6	Jan. & July	New York	1872
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	2d Mortgage	23,500	6	"	"	1878
2d Mortgage (series G)	860,000	7	Jan. & July	"	1912	99	3d or Income Mortgage	314,500	6	"	"	1865
" (series H)	860,000	7	Feb. & Aug.	"	1912		Enlarged Mortgage	998,800	6	"	"	55
" (series I)	860,000	7	Mar. & Sept.	"	1912		Warren (N. J.):					
" (series K)	860,000	7	April & Oct.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York	1875
" (series L)	860,000	7	May & Nov.	"	1912		2d Mortgage	85,000	7	April & Oct.	New York	1880
" (series M)	860,000	7	June & Dec.	"	1912		Waterloo:					
3d Mortgage	2,000,000	7	April	"	1912	88	1st Mortgage	709,500	7	March & Sept.	New York	1880
Bridge Bonds	153,500	7	May & Nov.	Philadelphia	1876		2d Mortgage	238,000	6	-----	London	1875
Pittsburg and Steubenville:							West Jersey:					
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	1st Mortgage	238,000	6	March & Sep.	Camden	1883
Potash and Waterown:							2d Mortgage	772,000	7	-----	Philadelphia	1896
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-'74		Western Maryland:					
Quincy and Toledo:							1st Mortgage	596,000	6	Jan. & July	Baltimore	1890
1st Mortgage	520,000	7	May & Nov.	New York	1890	75	1st Mortgage guaranteed	200,000	6	"	"	71
1st Mortgage	100,000	-----	Coupon			</						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.										
	Main Line.		Branch Lines		2nd. Track and Sidings.		Road in progress or projected.		Cars.		Companies.										Property and Assets.		Liabilities.		Total		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains		Gross.		Net.		Dividends.		Price of				
	M.	M.	M.	M.	M.	No.	No.	No.	No.												Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debts.	Other Liabilities	Incl. all other assets and liabilities.	M.	M.	\$	\$	p. a.									
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	Alabama and Florida	1,451,836	*	—	877,963	503,500	105,255	1,515,704	54.0	—	101,102	27,866	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
28 Feb. '59	30.3	—	—	58.1	2	2	19	19	—	—	Alabama and Mississippi	461,505	30,991	—	385,010	109,500	21,682	158,966	30.3	—	55,761	31,862	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 May '60	109.6	—	—	57.8	11	9	102	102	—	—	Ala. and Tennessee Rivers	2,261,927	184,906	1,067,006	777,777	240,485	2,176,023	109.6	—	207,626	111,282	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Jun. '59	67.0	—	—	171.8	—	—	—	—	—	—	Mobile and Girard	1,500,000	*	—	—	—	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	469.3	13.5	—	49.4	21	20	263	263	—	—	Mobile and Ohio	9,258,000	2,189,562	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
28 Feb. '67	88.5	28.4	—	21	12	123	—	—	—	—	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	238,751	3,063,586	118.9	170,707	449,007	189,402	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
8 Nov. '58	38.5	—	—	107.5	—	—	—	—	—	—	ARKANSAS.	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Dec. '60	22.5	—	—	—	—	—	—	—	—	—	CALIFORNIA.	1,493,850	*	—	798,850	700,000	—	1,493,850	22.5	—	230,261	104,804	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
21 July '65	23.8	—	1.9	—	6	5	47	—	—	—	DANBURY and NORWALK.	345,798	66,483	8,256	306,900	100,000	—	—	—	28.8	52,856	106,833	26,249	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Jan. '66	122.4	10.2	17.7	75.1	18	20	310	310	—	—	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	—	122.4	319,433	644,725	166,186	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Aug. '67	61.4	—	66.9	25	42	434	—	—	—	—	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,188	4,946,027	75.2	546,113	1,685,834	592,288	12	174	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '65	74.0	—	8.9	—	10	12	261	261	—	—	Housatonic	2,429,715	—	347,819	2,000,000	222,500	150,848	2,787,594	124.0	192,989	478,095	66,463	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '66	67.0	—	2.0	—	8	11	188	188	—	—	Naugatuck	1,465,639	—	1,100,000	295,000	34,065	—	62.0	159,074	419,649	185,922	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
28 Feb. '66	50.0	—	2.6	—	8	10	38	38	—	—	N. Haven, N. London and Ston.	1,454,040	—	738,538	766,000	—	—	62.0	—	67,143	loss.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '66	55.0	—	8.8	—	4	5	22	22	—	—	New Haven and Northampton	2,379,606	—	2,279,806	1,244,100	650,000	—	30.0	60,067	79,866	loss.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Nov. '66	100.0	—	14.6	—	14	16	150	150	—	—	New London Northern	655,805	—	895,000	353,283	122,500	—	30.0	2,370,783	100	228,845	332,570	58,064	8	85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	410	—	—	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,280	704,016	10	125	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '66	59.4	7.0	9.2	—	19	19	458	458	—	—	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	86.4	866,149	750,678	250,528	10	92	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '60	84.3	—	10.7	—	—	—	—	—	—	—	DELAWARE.	1,552,257	—	406,182	870,000	271,877	1,607,848	84.8	136,631	185,970	41,466	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	Delaware	704,860	—	18,535	744,520	5,024	749,544	5.0	—	27,283	10,290	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	154.2	—	—	150	—	—	—	—	—	—	FLORIDA.	532,791	30,556	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,585	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	6	—	—	Florida and Alabama	1,200,079	—	145,554	1,232,200	35,500	56,575	1,346,632	86.7	—	391,477	68,880	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	59.9	—	5.0	—	—	—	—	—	—	—	Florida, Atlantic and Gulf Central	1,200,079	—	151,887	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	100.0	3.9	10.0	153.5	—	—	—	—	—	—	Florida and Georgia	1,200,079	—	184,923	4,666,300	786,000	153,940	6,685,056	229.0	—	1,784,745	359,214	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Jun. '67	280.0	—	—	67	22	108	108	108	—	—	Atlanta and West Point	10,118,522	—	2,172,882	8,111,900	3,983,000	498,049	12,290,904	280.0	1,984,115	3,695,156	1,484,616	8	122	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '67	317.0	83.0	47.0	119	55	2,428	2,428	2,428	—	—	Chicago, Burlington and Quincy	13,248,711	2,956,327	2,763,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	3,146,862	2,792,463	20	136	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 May. '67	191.0	661.4	30.0	248	133	5,566	5,566	5,566	—	—	Chicago and Northwestern	41,871,570	—	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,182.0	—	10,161,735	2,236,967	55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Mar. '67	181.8	181.5	—	42.1	24	25	467	467	—	—	Georgia (and Bank)	4,472,000	—	1,849,923	4,666,300	786,000	12,295	1,716,231	242.0	—	1,133,142	246,816	6	64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '67	171.0	71.0	—	46	25	407																																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.		Equipment.		Companiea.	Abstract of Balance Sheet.										Earnings.		Price of share.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.		Railroad and Appurtenances.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.				
	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		
30 Nov. '62	55.0	—	—	—	Androscoggin	1,050,000	*	151,833	444,038	205,584	757,881	63.5	76,344	79,761	43,461	—		
30 Jun. '63	149.0	25.0	—	—	Atlantic and St. Lawrence	7,654,089	*	2,494,900	3,471,580	1,985,870	7,952,830	149.0	878,873	1,116,118	177,878	45		
31 Dec. '63	63.0	9.5	8.0	—	Portland and Kennebec	3,000,000	*	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—		
31 May. '65	92.7	9.5	—	—	Maine Central	4,212,201	*	57,091	1,447,660	2,733,800	120,597	4,801,457	109.2	171,668	489,592	219,302	—	
31 May. '67	61.3	—	—	—	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	1,868,669	61.3	227,394	529,326	230,826	6		
30 Sep. '64	270.6	7.2	—	—	MARYLAND.	21,371,451	3,621,755	16,151,962	9,420,530	1,022,969	39,683,113	296.8	8,486,376	6,577,602	5,807,183	10		
30 Sep. '64	30.0	—	—	—	Washington Branch	1,650,000	*	1,650,000	—	—	—	2,217,477	39.0	—	864,481	258,462	10	
31 Dec. '67	188.0	4.0	25.0	—	Northern Central	9,522,789	1,382,962	1,739,050	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,126	1,167,973	8	
30 Nov. '60	18.0	16	60	—	MASSACHUSETTS.	12,510,917	412,890	11,877,000	8,201,350	47,980	10,126,330	94.9	113,400	84,579	—	18		
30 Nov. '60	26.8	1.8	16.8	—	Boston, Hartford & Erie	2,465,434	183,348	521,732	1,830,000	640,000	75,397	2,170,511	70.9	480,176	999,992	176,288	8	
30 Nov. '60	26.4	—	554	—	Boston and Lowell	3,982,547	446,557	581,256	4,076,974	—	—	5,010,780	184.8	775,454	1,875,826	498,499	10	
30 Nov. '60	74.8	8.8	50.4	—	Boston and Maine	3,152,600	207,400	55,7051	3,360,000	15,000	—	3,917,056	61.8	441,186	1,190,784	384,644	14	
30 Nov. '60	47.0	7.0	45.0	—	Boston and Providence	4,062,584	473,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,201	10	
30 Nov. '60	44.6	24.0	62.6	—	Boston and Worcester	907,768	123,865	61,983	721,926	—	11,060	1,093,644	47.1	86,610	202,097	68,027	8	
30 Nov. '60	46.0	1.2	2.7	—	Cape Cod Branch (par 60)	1,747,155	189,816	300,694	1,650,000	250,000	594	2,237,115	53.4	256,853	611,143	177,322	8	
30 Nov. '60	50.0	3.4	11.9	—	Connecticut River	4,452,999	506,040	477,811	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,187	477,714	8	
30 Nov. '60	44.1	50.4	38.1	—	Fitchburg	3,1,0,8,51	350,149	456,729	8,540,000	4,006,729	—	4,77,106	1,107,444	84,247	7	125		
30 Nov. '60	51.0	42.6	76.1	—	—	254,774	40,226	—	247,800	2,000	20,492	2,75,012	14.0	37,740	82,974	16,960	6	
30 Nov. '60	14.0	—	2.8	—	—	382,888	30,276	7,027	200,000	75,000	3,558	370,156	—	(Oper. by Boston & Lowell)	9	—		
30 Nov. '60	12.4	—	2.8	—	—	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,781	441,804	90,966	6	
30 Nov. '60	14.5	17.4	—	—	Nashua and Lowell	453,652	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,352	9	
30 Nov. '60	20.1	1.2	—	—	New Bedford and Taunton	6,066,571	834,508	—	484,300	2,141,000	358,000	7,347,200	141.0	669,552	1,332,307	509,790	7	
30 Nov. '60	18.0	5.0	30.5	—	Old Colony and Newport	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	81,164	6	
30 Nov. '60	42.4	1.0	17.5	—	Pittsfield and North Adams	1,452,506	302,708	121,286	1,750,000	—	127,690	1,871,880	44.4	293,180	701,147	149,899	8	
30 Nov. '60	18.9	—	1.7	—	Providence and Worcester	1,452,506	88,729	7,168	243,305	226,900	660	471,171	(Oper. by B & L Co.)	17,500	1	110		
30 Nov. '60	11.1	0.6	1.2	—	Salem and Lowell	210,273	39,727	35,695	250,000	—	—	285,696	11.7	50,279	243,676	62,826	8	
30 Nov. '60	6.1	—	—	—	Taunton Branch	3,068,400	—	605,862	3,068,400	145,400	13,198	1,255,385	45.7	250,869	474,362	178,966	10	
30 Nov. '60	38.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '60	69.8	8.0	5.5	—	Vermont and Massachusetts	2,259,086	207,349	117,892	2,860,000	551,650	—	—	—	—	—	—	—	
30 Nov. '60	156.1	17.8	14.4	—	Western (incl. Alb. & W. S. etc.)	10,087,212	880,115	5,228,176	6,710,800	5,945,020	—	17,190,503	156.1	1,069,062	3,982,017	1,406,791	10	
30 Nov. '60	45.7	—	10.6	—	Worcester & Nashua (par 88)	1,025,000	116,000	124,385	1,141,000	—	13,198	1,255,385	45.7	250,869	474,362	178,966	10	
31 Mar. '67	93.6	—	—	—	N. W. HAMPSHIRE.	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '60	62.6	—	6.0	—	Boston, Concord and Montreal	2,850,000	*	481,345	1,800,000	1,050,000	20,974	3,281,845	93.5	—	467,714	147,127	—	
30 Nov. '60	271	—	271	—	Cheshire	2,688,997	*	247,281	2,085,925	672,200	—	2,988,189	75.6	422,417	661,617	109,887	24	
31 Mar. '66	34.5	—	—	—	Concord (par 50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	887,957	151,868	8	
31 Mar. '66	26.9	—	2.8	—	Manchester & Lawrence	826,000	175,000	62,327	1,000,000	—	—	1,052,227	—	101,242	—	120		
31 Mar. '66	29.3	—	2.8	—	Merrimac and Conn. Rivers	698,268	—	565,588	568,000	—	—	52.7	—	—	—	—		
31 Mar. '67	69.2	18.0	12.6	24	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,874,262	82.2	382,540	681,301	242,997	8	
31 Dec. '66	64.2	11.0	8.1	—	N. J.	3,456,709	*	996,647	2,245,000	346,140	3,587,787	77.5	—	556,742	128,939	—		
31 Dec. '66	61.2	42.4	74.9	74	Belvidere Delaware	10,099,091	*	4,331,251	7,987,412	10,071,137	18,060,549	124.2	—	6,607,642	1,444,706	15		
31 Dec. '66	60.2	—	—	—	Camden and Amboy	1,921,434	—	1,001,983	1,034,776	107,452	2,244,203	60.2	—	303,975	129,869	9		
31 Dec. '66	74.0	—	—	—	Central of New Jersey	7,708,080	1,964,000	6,250,725	13,900,030	1,500,000	250,400	15,711,102	102,020	1,284,816	3,551,244	1,617,268	10	
31 Dec. '66	58.0	—	45.0	24	Corris & Essex	6,973,931	2,181,111	206,699	8,500,000	5,16,950	124,822	5,625,423	53.0	1,020,078	304,889	70		
31 Dec. '66	28.8	—	2.8	—	New Jersey	3,830,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	
31 Dec. '66	21.8	—	2.6	—	Northern New Jersey	487,803	*	—	188,800	—	—	474,740	48,803	222,769	222,769	—		
31 Dec. '66	65.0	16.0	16.0	—	Raritan and Delaware Bay	4,098,592	*	2,538,700	1,562,800	920,447	4,983,947	81.0	—	335,651	—	65		
31 Dec. '66	18.2	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	451,297	154,045	7		
31 Dec. '66	34.5	—	—	—	West Jersey	1,219,504	*	464,219	731,050	1,010,500	—	1,741,500	—	263,420	69,712	29		
30 Sep. '66	98.5	—	7.4	41.8	Albany & Susquehanna	4,285,593	343,000	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—		
30 Sep. '66	142.0	—	18.0	28	Buffalo, New York and Erie	3,869,088	*	950,000	2,380,000	Leased to Erie	1,000,000	2,218,000	88.0	1,383,666	2,483,751	812,186	10	
30 Sep. '66	88.3	—	20.0	—	Buffalo and State Line	2,277,288	503,576	—	2,200,000	1,018,000	—	—	303,975	—	—	—		
31 Dec. '66	460.0	97.0	33.0	281	Erie	49,122,686	*	6,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	14,996,413	2,238,704	4	
30 Sep. '66	144.0	—	128.8	—	Hudson River	13,374,854	2,168,971	6,982,971	7,247,460	1,167	15,543,825	80.0	1,720,519	4,845,526	1,795,099	9		
3																		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Line.	Lateral and Branch Lines	2nd Track and Slidings.	Engines.	Cars.	Companies.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.	Gross.	Dividends	Net.				
	M.	M.	M.	No	No	No.		Railroad and Appartenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debts.	Other Liabilities.	Total, incl. all other assets and liabilities.		p. c.	Rate of shares.				
PENNSYLVANIA.																					
31 Jan. '66	44.0	—	136.0	18	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	318,542	2,376,342	44.0	184,201	356,277	123,892	18		
31 Oct. '66	387.0	6.0	81.0	14.0	150	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,918,900	1,166,810	60,721,124	20,417,771	4,833,450	1,476,030	—			
31 Oct. '66	65.0	2.5	4.5	—	21	9	Catawissa	3,634,000	*	—	3,350,000	266,000	634,000	3,634,000	67.5	22,645	447,052	130,541	18		
31 Oct. '66	74.0	—	6.3	—	15	12	Cumberland Valley	1,691,037	—	—	1,316,900	384,000	1,691,037	74.0	207,024	564,408	362,281	8	83		
31 Oct. '66	113.0	—	70.0	—	87	17	Del., Lackawanna and Westn.	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.6	1,909,716	2,738,498	714,825	20	112	
31 Oct. '66	36.0	1.7	6.0	—	10	8	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	1,564,740	36.0	199,412	446,078	237,034	5	29		
31 Oct. '66	78.0	—	16.0	—	18	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,581	loss	—		
31 Oct. '66	18.5	—	6.0	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,488	180,700	25		
31 Oct. '66	81.6	2.0	6.2	—	15	11	Erie and Pittsburg	1,842,925	554,628	225,000	664,300	1,248,704	435,296	2,622,648	98.6	313,902	818,566	235,168	—		
31 Oct. '66	38.0	18.0	17.9	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	—	oper. by Penn.	R.R. Co.	7	51	
31 Oct. '66	32.0	—	1.4	44.0	4	2	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,892	2,972	—		
31 Oct. '66	44.0	18.7	11.7	6.0	16	8	Huntingdon and Broad Top	2,188,498	—	—	688,130	1,482,140	—	2,188,498	59.7	194,282	250,906	55,595	16		
31 Oct. '66	80.0	2.0	13.5	—	21	6	Lehigh Valley	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—		
31 Oct. '66	71.0	57.5	19.0	—	86	19	Lehigh Valley	9,941,423	4,032,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	501	
31 Oct. '66	28.3	6.0	8.0	—	—	—	Little Schuylkill	1,466,232	*	1,588,965	2,606,100	885,000	73,555	3,604,655	“	by Re	ading	R. R.	2	26	
31 Oct. '66	138.0	—	64.1	—	—	—	Mine Hill and Schuylkill Haven	3,740,800	—	—	—	—	—	3,775,600	—	—	“	“	8	57	
31 Oct. '66	55.6	11.9	14.8	—	23	22	North Pennsylvania	5,754,963	665,222	467,050	8,150,150	3,124,737	—	6,887,235	67.5	345,688	902,218	382,800	32		
31 Dec. '66	364.8	33.3	166.3	452	240	17.9	Pennsylvania	25,642,634	3,765,774	2,399,368	18,038,236	20,000,000	18,038,236	44,251,544	565.5	7,080,026	16,583,883	5,967,520	9	49	
31 Oct. '66	17.0	3.0	19.2	—	19	42	Phila., German' n & Norrist'	1,139,019	268,498	409,926	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	64	
31 Dec. '66	287.5	—	63.3	—	267	71	Phila. and (Sundury) Erie	17,869,733	—	—	5,883,700	18,009,000	600	18,048,300	287.5	1,424,110	2,641,052	454,077	27		
30 Nov. '66	147.0	—	255.4	—	—	—	Philadelphia and Reading	10,989,403	3,765,774	22,742,867	6,719,562	—	32,577,548	474.8	4,361,336	10.9	2,819	6,016,581	10	476	
31 Oct. '66	26.5	—	30.0	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,098,120	200,000	—	1,641,507	26.5	195,478	349,446	318,754	15	122	
31 Oct. '66	96.0	—	105.6	—	60	72	Phila., Wilmington and Balt.	10,469,500	*	—	9,019,300	1,450,000	—	10,469,300	30.0	197.0	880,936	2,470,956	1,057,987	10	54
31 Oct. '66	58.4	—	90.6	14	12	8	Pittsburg and Connelleville	82,432,058	229,763	229,762	1,776,129	1,600,000	73,108	3,849,237	70.9	324,068	589,109	245,966	—		
31 Dec. '66	468.5	—	138.1	189	121	2429	Pittsb'g, Ft. Wayne & Chicago	24,263,747	*	2,673,792	9,940,983	12,568,500	1,062,343	26,927,540	408.5	4,945,418	7,467,217	2,319,581	10	99	
31 Oct. '66	28.0	—	5.0	—	7	5	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,055	348,138	130,392	4	40	
31 Oct. '66	26.1	—	4.0	—	8	13	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,600	113,865	1,780,501	36.4	144,402	887,550	143,860	264,123	128,812	25
31 Oct. '66	36.6	—	4.7	—	8	8	Tioga	826,367	247,245	22,301	549,400	816,000	26,262	1,095,912	36.6	120,064	—	—	—	—	
RHODE ISLAND.																					
31 Aug. '66	62.0	—	4.0	—	16	18	N. Y., Providence and Boston	2,568,000	—	—	—	—	—	—	62.0	340,000	625,641	169,823	12	85	
SOUTH CAROLINA.																					
31 Dec. '66	54.9	—	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—		
31 Dec. '66	109.6	—	13.8	9	17	—	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,201,000	109.6	—	283,203	151,536	6	—	
1 Jan. '67	143.2	21.3	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	114,000	345,548	—	164.5	—	841,190	125,871	—		
28 Feb. '67	102.0	—	11.1	8	105	—	North-Eastern	2,142,131	*	51,018	898,950	1,022,000	2,199,209	102.0	154,498	317,775	66,687	—			
31 Dec. '66	136.0	106.0	—	47	34	343	South Carolina	8,511,957	—	549,110	5,819,275	447,491	9,827,175	242.0	—	1,812,788	387,332	—			
TEXAS. (all aided by State).																					
40 Sep. '60	47.6	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,207	47.6	—	29,987	19,187	—		
30 June '66	30.0	—	1.8	17	11	200	East Tennessee and Georgia	3,839,984	*	824,268	657,700	2,175,500	541,853	4,224,247	130.3	189,832	381,871	161,014	—		
30 June '66	140.0	—	8.0	18	8	185	East Tennessee and Virginia	8,160	—	—	570,000	1,361,000	145,000	—	—	—	—	—	—		
30 Jun. '67	271.6	19.4	20.0	55	50	478	Memphis and Charleston	6,238,155	1,002,801	2,195,331	2,256,287	141,144	570,000	1,361,000	—	208,721	740,000	—			
1859.	271.6	16.0	20.0	3.9	9	5	Memphis and Ohio	6,238,155	1,002,801	2,195,331	2,256,287	141,144	570,000	1,361,000	—	208,721	740,000	—			
1859.	—	100.0	30.6	55.8	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	—	—	—	—	—	—	—	—	—	—			
30 Sep. '66	92.2	—	12	7	5	52	Mississippi and Tennessee	3,016,107	*	—	823,999	1,069,600	962,059	3,016,107	99.2	—	367,252	173,726	—		
1859.	47.4	—	2.3	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—		
1859.	34.2	—	7.0	12	2	2	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—		
30 Nov. '60	149.7	44.0	7.9	39	17	17	Nashville and Chattanooga	2,632,882	*	—	2,056,544	1,781,000	—	2,056,544	150.0	—	784				

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out- standing.	Div'ds		
		Rate.	Prd.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd.)	2,494,000	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,310,400	6	3	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	
Camden & Atlantic (preferred)	620,300	7		21
Catawissa (preferred)	1,150,000	7		25
Chemung (guaranteed)	330,000			
Gayuga & Susquehanna (guarant.)	343,500			
Cheahiro (preferred)	2,017,825	7		67
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	68
Cocheco (preferred)	177,750	8		
Ct. & Passaic Rivers, (pref.)	1,573,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,988,171	7	34	66
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	6,256,910	7	7	80
Hannibal & St. Joseph (preferred)	6,253,856	7		62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Houstonian (preferred)	1,190,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	600,000	7		
Marietta & Cincinnati (1st pref.)	6,565,188	7	3	16
" " (2d pref.)	4,051,744	7	3	
Michigan S. & N. Indiana (guar.)	57,700,000	10	10	
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7		
New Haven & Northampton (guar.)	1,010,000		4	62
New York & Harlem (preferred)	1,500,000	8		115
Niagara Br. & Canandaigua (guar.)	1,000,000	6		
Paterson & Hudson (guaranteed)	630,000		8	
Paterson & Ramapo (guaranteed)	248,000		54	
Peoria & Bureau Valley (guar.)	1,200,000		6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000		10	
Pittsburgh & North Adams (guar.)	450,000	6	6	94
Port, Sacq & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	608,176	6		
" " (preferred)				
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	614
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7		
" " " (2d pref.)	908,425			
Troy & Greenbush (guaranteed)	274,400	6	6	50
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,408,300	7	7	
White Mountains (guaranteed)	200,000	5	5	
Wright's, Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS

DESCRIPTION OF BONDS.	Amount out- standing.	Interest	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage.....	\$2,657,343	6 J. & J	1886	93	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	—	
“ “ sterling	4,375,000	5 “	1890	—	
Preferred bonds— Delaware Division:	1,700,000	6	18—	30	
1st Mortgage.....	800,000	6 J. & J.	1878	86	
Delaware & Hudson:					
Mortgage.....	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb.R.R.					
Eric & Penn.:					
Bonds.....	673,799	7 J. & J.	1865	—	
Interest Certificates.....	161,900	6 “	1868	—	
Lehigh Navigation:					
1st Mortgage.....	414,158	6 Qtrly.	1870	—	
Six per cent. Loan.....	5,454,351	6 “	1884	84	
Monongahela Navigation:					
1st Mortgage.....	126,000	6 J. & J.	1863	—	
2d Mortgage.....	57,000	6 “ “	1865	—	
Corris:					
1st Mortgage.....	465,500	6 A. & O.	1876	90	
2d Mortgage.....	302,750	6 “	—	89	
Boat Loan.....	232,807	6 “	—	90	
North Branch:					
1st Mortgage.....	500,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage.....	1,764,550	6 M. & S.	1872	88	
2d Mortgage.....	3,980,370	6 J. & J.	1882	71	
Improvement.....	1,901,670	6 M. & N.	1876	76	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865	—	
Md. stg. loan converted	200,376	5 “ “	1868	—	
Mortgage bonds— Preferred Interest bds.	963,000	6 “ “	1878	59	
Union, (Pa.)	227,569	6 “	1878	—	
1st Mortgage.....	3,000,000	6 M. & N.	1883	154	
West Branch & Susq'a.:					
1st Mortgage, s'k'g fund	450,000	6 J. & J.	1878	80	
Wyoming Valley.					
200,000	6 J. & J.	1878	—		

CANAL AND NAVIGATION STOCKS

COMPANIES.		Par of Shares.	Amount of Stock.	Dividends.	Market Price
CANAL AND NAVIGATION STOCKS:		\$	\$	p.c.	g
Chesapeake and Delaware	100	1,343,563	—	—	95
Chesapeake and Ohio	100	8,226,596	—	—	—
Delaware Division	100	1,633,350	—	—	46
Delaware and Hudson	100	10,000,000	10	10	144
Delaware and Raritan	100	2,298,400	10	—	—
Erie of Pennsylvania	50	64,000	—	—	—
Illinois and Michigan	—	—	—	—	—
Lehigh Navigation	50	6,968,146	10	—	304
Monongahela Navigation	50	726,800	3	—	—
Morris, (consolidated)	100	1,025,000	10	35	—
" (preferred)	100	1,175,000	10	88	—
North Branch	100	—	—	—	—
Sault Ste Marie	100	—	—	—	—
Schuykill Navigation (consolid.)	50	1,008,207	—	—	124
" " (preferred)	50	2,888,988	23	—	—
Susquehanna and Tide Water	50	2,048,260	—	—	114
Union	—	—	—	—	24
Union (preferred)	50	2,737,000	44	—	—
West Branch and Susquehanna	10C	1,100,000	8	80	—
Wyoming Valley	50	750,000	16	45	—

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON.—DURR : Bars, 1 to $\frac{1}{4}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 16 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton. 57 @ 39
Pig, American, No. 1	40 @ 41
Pig, American, No. 2	38 @ 38
Bar, Refined, English and American	85 @ 90
Bar, Swedes, assorted sizes	(gold) 92.50 @ 105
	STORE PRICES
Bar, Swedes, ordinary sizes	155 @ --
Bar, English and American, Refined	100 @ 105
Bar, English and American, Common	90 @ 95
Scroll	127.50 @ 175
Ovals and Half-round	127.50 @ 155
Band	127.50 @ --
Horse Shoe	125 @ --
Rods, $\frac{1}{2}$ @ 3-16 inch	105 @ 160
Hoop	122.50 @ 185
Nail Rod	per lb. 9 @ 104
Sheet, Russia, Med. No.'s	15 @ 16
Sheet, Single, D. and T. Common	5 @ 7
Rails, English	(gold) per ton. 52.50 @ 53
Rails, American (at works)	52 @ 50
STEEL.—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, $2\frac{1}{2}$ cents per lb. and 10 per	

New York Stock Exchange.
Actual Sale Prices for the week ending, Dec. 11.

	T.B.	F.G.	Sat.	M. 9.	Tu. 10.	W. 11.
Atlantic M. S. S. Co.	117 $\frac{1}{2}$	118	118 $\frac{1}{2}$	118	118	118
Boston, Hartford & Erie	14		14	13 $\frac{1}{2}$	10 $\frac{1}{2}$	
California 7 $\frac{1}{2}$		128				
Canton Co.		44 $\frac{1}{2}$	46	45 $\frac{1}{2}$	46	46
Chicago & Alton		122	122	122	122 $\frac{1}{2}$	
" " pref.		126	126		126	
" " 1 M.						84
" " S. F.						
" " Inc'ds						
Chicago, Burlington & Q.				138		
" " " 8 p.c. 110 $\frac{1}{2}$						
Chi., & Northwestn	62	64	64 $\frac{1}{2}$	65 $\frac{1}{2}$	64 $\frac{1}{2}$	61 $\frac{1}{2}$
" " pref.	63 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	67 $\frac{1}{2}$	66 $\frac{1}{2}$	67 $\frac{1}{2}$
" " 1st M.						84
" " 2d M.						
" " S. F.	96 $\frac{1}{2}$					
" " Consol.	81 $\frac{1}{2}$					
Chicago & Rock Isl.	95 $\frac{1}{2}$	96 $\frac{1}{2}$	95 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$
" " 1st M. 70						
Chi., R. I. & Pa. 7s, 1898	93 $\frac{1}{2}$					94
Clev., Col. and Cin.	98	99				98
Clev. and Pittsburg	82 $\frac{1}{2}$					
" " 2 M.						
" " 3 M.						90
" " 4 M.						
Clev. and Toledo	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103	104
" " " S.F. 7 p.c.						
Cumberland Coal, pref.						
Del. & Hudson Canal	144	144	145	145	144	144
Del., Lack. & West.						114
" " " 1M. 8 p.c. 71-5.						
" " " 2M. 8 p.c. 81.						
Erie		71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	72	71 $\frac{1}{2}$
" " pref.	80	81			78 $\frac{1}{2}$	80 $\frac{1}{2}$
" " 1 M. 7 p.c. 67						
" " 2 M. 7 p.c. 79						102 $\frac{1}{2}$
" " 3 M. 7 p.c. 88						
" " 4 M. 7 p.c. 80.			90			
" " 5 M. 7 p.c. 88						
Hudson River	128 $\frac{1}{2}$	126 $\frac{1}{2}$	128 $\frac{1}{2}$	131	131	133
" " 1 M. 7 p.c. 69						
" " 2 M. S.F.						
" " 3 M. 7 p.c. 75						
Illinois Central	134 $\frac{1}{2}$	135	135 $\frac{1}{2}$	133 $\frac{1}{2}$	133	133 $\frac{1}{2}$
" " bonds						
Marietta and Cin. 1st pref.	16					
" " " 2d "						
" " " 1st mort.						
Mariposa Mining Co.		8	8	7 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" " " pref.	12 $\frac{1}{2}$	18		13	14	
" " " 1st mort.						
Michigan Central	110 $\frac{1}{2}$	110	110 $\frac{1}{2}$		110 $\frac{1}{2}$	
" " SF. 8 p.c. 82	109			108 $\frac{1}{2}$	109	
" " conv. 8 p.c. 69						
M. S. and N. I.	80 $\frac{1}{2}$	80 $\frac{1}{2}$	81	81 $\frac{1}{2}$	81 $\frac{1}{2}$	82 $\frac{1}{2}$
" " " guard						
" " " 1M. S.F.						
" " " 2 M.						
Mil. and P. du Chien.		1st pref.				
" " " 2d pref.						
" " " 1st M.						
Milw. and St. Paul	41		41 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$
" " " pref.	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
" " " 1st mort.	87	87		87	87	
" " " 2d mort.						
Missouri 6s.		96	96 $\frac{1}{2}$	96	96 $\frac{1}{2}$	96 $\frac{1}{2}$
" " iss. to H. & St. J. R.						
" " " Pacifico	95 $\frac{1}{2}$					
Morris and Essex						
" " " 1st mort.				95 $\frac{1}{2}$	95 $\frac{1}{2}$	
" " " 2d mort.						
New York Central	118 $\frac{1}{2}$	124	114 $\frac{1}{2}$	118 $\frac{1}{2}$	116 $\frac{1}{2}$	118 $\frac{1}{2}$
" " " 7s. S.F. 76						
" " " 7s. conv. 76						
" " " 6s. S.F. 88	91	90			91 $\frac{1}{2}$	
" " " 6s. S.F. 92						
N. York & Harlem						
" " " pref.						
" " " 1M. 7 p.c. 78						
" " " 3M. 7 p.c. 67						
N. Y. and N. Haven		140				138
North Carolina 6s.						135
" " " ex-coupon 5 $\frac{1}{2}$						55 $\frac{1}{2}$
" " " new	58 $\frac{1}{2}$					58
Ohio & Miss. cer.	26	26	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
" " " pref.						
Pacific Mail S. S. Co.	124 $\frac{1}{2}$	122 $\frac{1}{2}$	128 $\frac{1}{2}$	125	124	124 $\frac{1}{2}$
Panama	292					
Phila. and Reading	95 $\frac{1}{2}$					
Pitts. Ft. W. & Chicago	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
" " " 2M.						
" " " 3M.						
Quicksilver Mining Co.	17	21	22	20		18 $\frac{1}{2}$
St. L. Alton & T. H.						
" " " pref.				66		
" " " 1M.						
" " " 2M. pref.		81 $\frac{1}{2}$				
" " " Inc'ds.				76		
Tennessee 6s, 1890						
" " " ex-coupon	64	62 $\frac{1}{2}$	64 $\frac{1}{2}$	65	65	
" " " new	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	
Tol. Wab. & Western				38 $\frac{1}{2}$	38 $\frac{1}{2}$	
" " " Pref.						
" " " 1M. ex.						
" " " 2M.	78					77
" " " Int. b'ds.						
Virginia 6s.						
" " " ex-coupon	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	

security for circulating notes amount to \$340,982,750; and for the public deposits, \$38,018,950—making a total of \$379,001,700. The Treasury Department last week redeemed and destroyed \$450,000 of worn and mutilated fractional currency, and issued \$505,500 of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 7, were \$38,446,544, including \$1,513,528 from customs duties; payments, \$36,029,049, including \$831,000 of coin interest; balance at the close of the week, \$107,055,983, against \$104,628,488, at the close of the preceding week, showing a decrease of \$2,427,495. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,944,908 including \$229,809 from customs; and payments, \$2,714,824; on Tuesday, receipts, \$1,098,074 including \$180,001 from customs, and payments, \$2,019,168. The balance at the close of business on Tuesday stood at \$108,982,475, against \$106,493,092 a week previous; and \$107,995,960 on Dec. 1.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to the close of November, was \$232,690,800; aggregate redemptions, \$201,927,000; leaving outstanding certificates to the amount of \$30,763,800.

Government revenues have been more liberal, since our last, in the excise form, but have been quite light in the customs line. The excises, last week, yielded \$6,672,856, against \$8,045,000, the preceding week; customs at the port of New York \$1,513,528, and at the outports, about \$500,000 (in coin) more, making the grand total income for the week equal about \$9,442,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been \$91,763,617.

Government received \$6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

A decided break has occurred in Gold, since our last, under a strong pressure to realize, largely on short account, in view of the harmony between Congress and Secretary McCulloch, and of the unusually heavy impending coin disbursements from the National Treasury, which, by the opening of the new year, will reach nearly thirty-one million dollars, as follows:

Principal of the loan of 1847-'67	\$6,670,000
Three per cent. interest thereon	190,100
Three per cent. on \$8,200,942, 6s of '68	246,030
Three per cent. on \$282,731,550, 6s of '81	8,481,946
Three per cent. on \$489,761,000 Consolidated 5-20s 1865-'67	14,692,830
Two and a half per cent. on \$27,022,000 5s of 1871-'74	675,550

There has been very great reluctance to purchase, on speculative account. Indeed most of the bulls of the street have become bears, and under their manipulations, a further material decline is looked for. The sales of the week have been made all the way down from 187% to 184%, a fall of over three per cent. The Government is not now a seller of gold. The speculation is sinking, from its own intrinsic heaviness. The customs demand has been quite light. The export inquiry has been rather more active, superinduced

by the recent rise in foreign exchange. On Wednesday, the specie exports amounted to \$608,080. The latest quotation was 134%. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been \$3,032,610, against \$9,421,903 same time last year. The customs demand for Gold last week, averaged \$262,254 a day; thus far, this week, it has been equal to \$204,655 a day, or equal to a weekly aggregate of \$1,227,930. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$4,387, and from California, \$671,447. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$113,105,400, against \$125,963,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$26,485,800, against \$39,481,392 same time last year, showing a decrease this year, of \$12,945,592. The exports of specie from this port, last week, were \$327,575. The total outflow of specie from the port, since Jan. 1, 1867, has been \$45,388,574, against \$59,149,044 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$831,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$61,263,595, against \$47,513,871 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached \$35,090,814, against \$39,370,856 same time last year, showing a decrease, in 1867, of \$4,280,042.

Foreign Exchange was advanced in price early in the week, but transactions were on a restricted scale, and the market closed tamely, with a tendency rather favorable to purchasers. Bankers' 60 day bills on London closed at 109%@109%, and on Paris to 5.16 1/4@5.15; sight bills on London to 109 1/8@110 1/4 and on Paris to 5.13 3/4@5.12 1/2. The offerings of produce bills have been rather more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,628,013, making the total value of exports since Jan. 1, 1867, \$180,194,751, against \$179,678,834 same time in the preceding year.

Government securities have been rather variable in price, during the week, but the closing figures show no very marked changes. Trade has been comparatively light. Some foreign houses have been sellers of bonds to arrive, but these offerings have been promptly taken at the going rates. Toward the close, the investment demand improved, and rather more strength was noted in the market, particularly for the six per cent. coin bearing bonds. The last public debt statement shows the following changes for the month of November: Increase in ten-forties, \$6,707,500; increase in five-twenties, \$56,514,250; decrease of seven-thirties, \$49,020,600; decrease of compound notes over due, \$2,250,250; decrease of temporary loan, over-due, \$1,287,475; decrease of United States notes, \$952,371; increase in gold certificates, \$8,887,200; decrease of coin on hand, \$10,849,672; increase in currency on hand, \$15,028,695; total debt, \$9,701,801. U. S. sixes of 1881 closed here on Wednesday at 112 1/8@112 1/4; U. S. Five-twenties of 1862, 107 1/4@107 1/8; U. S. Five-

twenties of 1864 at 104 1/4@104 1/8; U. S. Five-twenties of 1865 at 105 1/4@105 1/8; U. S. Five-twenties of 1865, consolidated, 107 1/2@107 1/4; U. S. Five-twenties of 1867, 107 1/4@107 1/8; U. S. Ten-forties at 101 1/8@101 1/4, and U. S. Seven-thirties at 104 1/8@105. The brokers are buying the compound interest notes at the following rates, and selling at an advance of 1/8@1/4 of 1 per cent. on these figures:

December, 1864 .. 119 1/4	September, 1865 .. 115 1/4
May, 1865 .. 117 1/8	October, 1865 .. 115 1/2
August, 1865 .. 116 1/4	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Dec. 4.	Dec. 10.
Consols ..	94 1/2	*98	92 1/4
U. S. 5-20's of 1862 ..	70 1/2	71 1/4	71 1/4
Erie ..	40 3/4	47 1/4	47 1/4
Ill. Central ..	85 1/4	89 3/4	89

* Ex-dividend.

Railway and miscellaneous stocks have been in more active speculative demand and have been buoyant in price, particularly since Monday. The suspension of contraction seems to give increased confidence to the operators for a rise.

On Wednesday, a broker received and executed an order to sell *short*, 3,000 shares of Pacific Mail Stock. The order purported to have been from a responsible source, but it proved to have been a forgery. A committee of the Regular Board was appointed to investigate the matter. A reward for the detection of the forger was in contemplation.

General business has been decidedly dull, since our last. Breadstuffs closed in favor of buyers. Provisions left off firmly. Cotton fell to 15 1/4 for middling upland grades, and closed very heavily. The stock of cotton now here is estimated at about 48,500 bales. The receipts at the port this week, have averaged about 5,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,481 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 514,200 bales, against 485,000 bales same time last year; exports, same time, 230,000 bales, against 181,000 bales same time last year; stock on hand at latest dates, 217,200 bales, against 384,100 bales same date last year. Foreign merchandise has been in slack demand, generally, and depressed in price. The severe fall in Gold has exercised an adverse influence on values, in the line of imported goods. The total imports of foreign dry goods, last week, were \$471,886, and the total amount marketed \$651,815. The value of foreign merchandise imported last week, was \$1,715,286—making the grand total specie value of last week's imports of dry goods and merchandise, \$2,187,172, and since Jan. 1, 1867, \$226,265,919, against \$269,058,587 same time in the preceding fiscal year. The ocean freight market has been dull, heavy, and lower, since our last, with 423 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d. @ 2s. 9d. per bbl.; grain at 5 1/2 d. @ 6 1/4 d. per bushel; cotton at 1/4 d. @ 1/2 d. per lb.; and heavy goods at 2s. 6d. @ 3s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 10, and since the beginning of the year, compare as follows:

1866.	1867.
For the week.....	\$8,101,416
Prev. reported.....	175,883,922
Since January 1.....	

\$178,485,838 \$179,678,834

The balance in the Sub-Treasury on Wednesday was \$108,890,383 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.-Buffalo, New York and Erie 1st mort., 90½; Chicago and Northwestern Equipment 7s, 75; Long Dock bonds, 96; Toledo and Wabash Equipment bonds, 66; Indianapolis and Cincinnati, 64; Cleveland, Painesville and Ashtabula, 102½; New Jersey R. R., 134; New Jersey Central R. R., 118; Lehigh Valley, 101; Georgia 7s, 88½; Ohio 6s, 1870, 100; do., 1881, 103; Illinois War Loan, 101½; Boston Water Power Co., 17½; Adams' Express, 78½; Am. Exp. Co., 76½; U. S. Express, 78½; Merchants' Union Exp., 38½; Wells-Fargo Express, 54½; American Coal, 48; Western Union Telegraph, 88½; do., 7s, 79; Manhattan Gas, 164; Bank of Commerce, 117½; Ninth National Bank, 104½; Tradesman Bank, 138; Seventh Ward Bank, 110; Bank of Republic, 110½; Shoe and Leather Bank, 110½; Park Bank, 144; Central National Bank, 104; Fourth National Bank, 107½; Mechanics Banking Ass., 108; Importers' and Traders' Bank, 118½; Gallatin National Bank, 110; Am. Ex. Bank, 163; American Flag, 60; Benton Gold, 0.35; Consol. Gregory Gold, 5.65; Combination Silver, 55.00; Columbian G. & S., 0.06; Corydon, 0.41; Davidson Copper, 0.70; Edgehill Mining, 3.45; Hamilton G. & S., 0.90; Midas Silver, 52; New York and Eldorado, 1.45; New York Gold, 0.80; Quartz Hill Gold, 1.15; Rocky Mt., 0.28; Smith and Parmalee, 3.10; Sennenderfer, 6.50; Wallkill Lead, 0.53; Buchanan Farm, oil, 0.87; Pit Hole Creek, 0.90; Bennehoff Run, 2.05; United States petroleum, 2.00.

Philadelphia.-Warren and Franklin 7s, 77½; Harrisburg and Lancaster 6s, 90; West Jersey R. R. 6s, 88; Sunbury and Erie 7s, 98; Burlington County R. R. 6s, 86; Philad., Wil. and Balt. R. R., 54; Schuylkill Nav. 7s Boat Loan, 70; Green and Coates streets R. R., 7s, 87; 10th and 11th streets R. R., 66; New Jersey 6s, 102½; Pittsburg 7s, 1869, 90; Big Mt. Coal, 3½; Hazleton Coal, 45; New York and Middle Coal Fields, 2.69; Shamokin Coal, 2½; Clinton Coal, 1½; Ocean Oil, 3.81; Philadelphia Bank, 150; Mechanics' Bank, 30; City Bank, 71; Girard Bank, 55. The latest quotations are: City 6s, 95@95½; do., free of tax, 98@99½; State 5s, reg., 96½@96½; do., coupon, 94@95; do., 6s, W. L., 102½@103; Reading, 47½@47½; do., 6s, 1870, 95@96; do., bonds, 91½@92½; Camden and Amboy, 125½@126; do., 6s, 1889, 92½@93; do., 1888, 87@87½; Penn. R. R., 49½@50; do., 1st mort., 100@100; do., 2d mort., 98½@94; Little Schuylkill R. R., 25@26; Morris Canal, 30@35; do., pref., 87@89; do., bonds, 88@94; Wyoming Valley Canal, 36@37½; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 59½@60; Sch. Nav., 13@15; do., pref., 22½@23½; do., 6s, 1882, 71½@71½; Union Canal bonds, 16@

20; Delaware Div. Canal, 48@50; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92½@93½; do., 5s, 60@62; Lehigh Coal and Navigation, 30½@30½; do., bonds, 1884, 84@85; North Pennsylvania, 32½@33½; do., 6s, 87@89; Philadelphia and Erie, 27½@27½; do., 6s, 90½@91; Minehill, 57@57½; Catawissa, 8@13; do., pref., 23½@23½; Lehigh Valley, 50½@51; do., bonds, 91½@91½; Fifth and Sixth streets, (horse), 40@40; Second and Third, 74@76; West Philadelphia, 64½@68; Spruce and Pine, 26@27; Green and Coates, 30@30½; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18½@19½; Girard College, 27@28½; Tenth and Eleventh, 63@67; Union, 37@38; Hestonville, 10½@11.

Boston.-Vermont Central and Vermont and Canada 8s, 1877, 100½; Ogdensburg 1st mort. bonds, 99; Stanstead, Shefford and Chamblay 7s, 65; Rutland and Burlington 1st mort., 136; do., 2d mort., 40; Philadelphia, Wil. and Balt. 6s, 1876, 95; Eastern R. R. 6s, 1874, 96; do., 1885, 93½; Vermont Central 1st mort. consolidated, 61½; Boston, Hartford and Erie 7s, 56½; Rutland R. R., 20; do., pref., 78; Connecticut and Pass. Rivers R. R., 80½; Vermont Central, old, 1; Indianapolis and Cincinnati R. R., 32½; Nashua and Lowell R. R., 129; Ogdensburg and Lake Champlain pref., 99½; Boston and Maine Rights, 2½; Boston Water Power Co., 17½; Cary Land Co., 7½; Ophir (N. S.) Gold, 1.60; Massachusetts 5s, 1894, gold, 104; do., 1883, gold, 103; Maine 6s, 1883, 98½; Portland 6s, 1877, 94½; do., 1887, 92; Hallowell 6s, 1870, 94½; Chicago 7s, 1882, W. L., 92½; do., 1896, municipal, 91½; Bath 6s, 1887, 90½; St. Louis 6s, 1876, Imp., 84; Boston 5s, 1868, gold, 133½; do., 1876, 105; do., 6s, 1877, currency, 101½; Brooklyn 6s, 1881, 94; Albany 6s, 1879, 94½; Augusta 6s, 1870, 95½; Bangor 6s, 1874, 92½; Howard National Bank, 104½; Merchants National Bank, 112; Eliot National Bank, 107½; Everett National Bank, 103½; Blackstone National Bank, 126½; Exchange National Bank, 142½; Hide and Leather National Bank, 143½; National Bank of Commerce, 117½; Globe National Bank, 121½; State National Bank, 104½; Atlas National Bank, 19.2; Freeman's National Bank, 120; Columbian National Bank, 116½; Old Boston National Bank, 68½; Suffolk National Bank, 114½; T. Remont National Bank, 119; City National Bank, 105½; New England National Bank, 123½; National Bank of Republic, 130; Concord Mining Co., 8½; Hancock, 13½.

Baltimore.-Virginia old, reg., 38½; Western Maryland bonds, 71; Marietta and Cincinnati 1st mort., 84½; do., 2d mort., 56; N. W. Va. 1st mort., 92; Central Ohio R. R., 31; Canton Co., 45½; Citizens' Bank, 14%; Third National Bank, 99½; Union Bank, 58; Mechanics' Bank, 9½; Franklin Bank, 13½. The latest quotations are: Balt. and Ohio, 121@123½; do., 6s, 1875, 98½@99½; do., 1880, 98½@99; do., 1885, 97½@97½; Northern Central, 42½@42½; do., bonds, 1885, 86@86½; do., 1900, 81@82½; N. W. Va., 17@17½; do., 1st mort., 92@93; do., 2d mort., 91½@91½; do., 3d mort., 1873, 91@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84½@85; do., 2d mort., 56@56½; Central Ohio, 31@31; do., 1st mort., 82@85; Western Md. 6s, 1890, 71@71; do., guar., 84½@85;

Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100½@101½; do., 1890, 100@100½; Baltimore 6s, 1870, 98@99; do., 1873, 98@98½; do., 1875, 96½@96½; do., 1886, 98@98½; do., 1890, 98½@99½; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1888-70, 80@83; City Passenger R. R., 19½@20; Canton Co., 45½@46½; Gardner, 1.00@1.20; Am. Gas Coal, 0.15@0.17; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.85; Bare Hill, 0.80@0.40; Atlantic Coal, 0.70@0.90; Mineral Hill, 0.15@0.25; Baltimore Coal, 140@155.

Central Pacific Railroad.

If the two powerful Companies—the **CENTRAL PACIFIC** and **UNION PACIFIC**—who are building the great Pacific Railroad make the same energetic progress for two years more, that they have during the past two, we shall witness the completion of the through line across the continent some time in 1870. The unfinished gap between them at the close of this year will be about 1,080 miles, and as the latter company have now reached their mountain section, the great advance of 250 miles next year will be on the part of the Central Pacific Company, who are just emerging from their heavy excavations and tunnellings in the Sierra Nevada Range.

It appears by the published returns that the earnings on the Central Pacific end of the road are already, in the infancy of the enterprise, so large and so profitable as to excite astonishment. The prospect is that a double track will be necessary soon after the line is completed, and the day is not far distant when the road must become the foremost in importance on the continent.

By the fostering aid of the Government and further subsidies from the State of California, the Central Pacific Railroad Company have been enabled, by their abundant resources, to push forward the great work with surprising energy; and at the same time, the revenues from the natural business of the road have been far more than sufficient to meet the expenses and the annual interest engagements. They are offering their First Mortgage six per cent. gold Bonds for sale through our leading bankers, as will be seen by their advertisement elsewhere in this paper. Persons desiring safe, permanent investment, will do well to look into their merits.

Missouri Bonds.

The Secretary of the Interior has surrendered to the agent of the State of Missouri \$83,000 of Missouri State bonds and interest coupons, amounting to \$15,000. This was due about the beginning of the war, and the State failing to pay, the Government settled it, having guaranteed it. The Interior Department claimed interest upon this interest, but the Treasury Department decided that Missouri could not justly be called upon to pay interest to the Government, after the State began to advance money for war expenses. This decision saved the State five years' interest, amounting to \$60,000.

The Canadian *News* says that the railways in the maritime provinces have, by order in Council, been assigned to the charge of the Department of Public Works. The traffic on the New Brunswick line has increased so much that the present rolling stock is quite insufficient and a number of new freight cars have been ordered. A general survey of the whole work has been made for the Government.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the first week in December, 1867, were..... \$98,900 00
Corresponding week of previous year.. 62,096 00

Increase..... \$31,804 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Dec., 1867... \$248,867 16
Corresponding week previous year .. 178,182 50

Increase..... \$75,784 66

The earnings of the Detroit and Milwaukee Railroad for the week ending December 5, 1867, were..... \$30,074 00
Corresponding week of 1866..... 29,818 00

Increase..... \$256 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Dec., 1867, were..... \$84,231 00
Corresponding week of 1866..... 79,958 00

Increase..... \$4,273 00

The earnings of the Atlantic and Great Western Railway for the fourth week in Nov., 1867, were..... \$102,123 00
Corresponding week previous year... 108,585 00

Decrease..... \$8,462 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Nov., 1867... \$39,453 00
Corresponding week previous year... 37,968 00

Increase..... \$1,485 00

The earnings of the Western Union Railroad for the fourth week in Nov., 1867 ... \$19,027 71
Corresponding week previous year... 18,843 89

Increase..... \$183 82

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Dec., 1867, were..... \$80,519 80
Same week in 1866..... 88,297 70

Decrease..... \$7,777 90

The earnings of the Chicago and Altoona Railroad for the first week in December, 1867, were..... \$79,573 10
Corresponding period previous year.. 63,813 01

Increase..... \$15,755 99

Bridge over the Ohio at Louisville.

The bridge, which it is claimed will compare favorably with the superb structure across the same river at Cincinnati, is to be constructed with but one swinging span, or draw, which is over the Louisville and Portland canal. The total length of the superstructure will be 5,220 feet, and of graded approaches 2,500 feet, making total length of the bridge from the points where the ascent is commenced, 7,720 feet. The total length of the connection between the Jefferson Railroad and Louisville and Nashville Railroad, including the bridge, will be three and a half miles. Estimated cost, \$1,500,000.

By the recent completion of the Lehigh and Susquehanna Railroad, from the Wyoming Valley to Northumberland, there is complete connection of Baltimore, by rail, with the coal fields of Wyoming Valley.

The Richmond and Petersburg Railroad Company have inaugurated measures looking to the union of all the four lines of railway between Aquia Creek and Weldon into one grand line, to be under the control of one company, one President, Directors, &c.

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands

Sold..... 16,362.85 for \$161,844 33

Acres Int. Fund Lands

sold..... 920.00 for 11,721 80

Acres Free Lands sold.. 8,221.00 for 103,126 62

Total sales during month of November, 1867... 25,508.85 for \$276,692 75

To which add Town Lot

Sales..... 1,320 00

Total of all..... 25,508.85 for \$278,012 75

Cash collected in November \$839,021 12

TRAFFIC DEPARTMENT.

Receipts from Freight \$435,657 00

do. Passengers 143,144 71

do. Mails 6,358 33

do. Rent of Road 4,000 00

do. Other Sources..... 90,000 00

Total Receipts in November, 1867.... \$679,160 04

Total Receipts in November, 1866... \$570,484 61

Commerce of New York.

The foreign imports at New York for the month of November, are officially stated as follows:

1866. 1867.

Entered for consumpt'n. \$10,688,544 \$8,193,013

Do. for warehousing.... 8,345,859 6,414,609

Free goods 873,514 1,082,066

Specie and bullion 802,987 181,319

Total entered at port... \$20,710,854 \$15,871,007

Withdrawn fr. wareh'use 8,186,725 6,378,248

The foreign imports at New York for eleven months from January 1st, were:

1866. 1867.

Entered for consumpt'n. \$155,353,565 \$121,124,673

Do. for warehousing... 110,127,920 104,825,824

Free goods 12,053,589 10,279,075

Specie and bullion..... 9,225,936 3,043,323

Total entered at port... \$286,761,010 \$239,272,895

Withdrawn fr. wareh'ise 95,676,446 101,573,817

The duties received at New York from Jan. 1st, have been as follows:

1866. 1867.

1st quarter..... \$35,618,902 52 \$32,916,085 09

2d quarter..... 31,929,287 26 26,438,603 81

3d quarter..... 36,105,092 08 33,840,898 17

1st October..... 11,002,048 08 8,682,869 05

In November..... 7,716,883 67 6,981,212 90

11 months \$122,372,231 61 108,809,689 02

The exports from New York to foreign ports in the month of November, were:

1866. 1867.

Domestic produce.... \$18,651,464 \$20,056,540

Foreign free goods.... 268,600 8,515

Do. dutiable..... 64,001 610,460

Specie and bullion..... 3,766,690 1,733,261

Total exports..... \$17,750,755 \$22,408,776

Do. exclusive of specie. 13,984,065 20,675,515

The exports from New York to foreign ports for eleven months from January 1, were:

1866. 1867.

Domestic produce.... \$169,38,354 \$164,768,232

Foreign free goods.... 662,218 353,961

Do. dutiable..... 4,415,445 7,609,846

Specie and bullion.... 59,256,430 44,947,400

Total exports \$234,172,447 \$217,679,439

Do. exclusive of specie 174,916,017 172,732,089

At a meeting of the stockholders of the Virginia Central Railroad Co., in Richmond on the 29th ult., Col. E. Fontaine was re-elected President by acclamation.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

1866. 1867.

Manufactures of wool.... \$1,268,829 \$577,103

“ cotton.... 955,955 429,768

“ silk.... 637,585 1,000,144

“ flax.... 794,909 484,500

Miscellaneous dry goods.. 527,761 461,562

Total entered for consump. \$3,788,559 \$2,908,081

WITHDRAWN FROM WAREHOUSE.

1866. 1867.

Manufactures of wool.... \$793,884 \$579,542

“ cotton... 214,851 158,151

“ silk.... 452,607 256,408

“ flax.... 391,352 388,178

Miscellaneous dry goods.. 98,672 138,200

Total withdrawn from warehouse \$1,945,666 \$1,515,483

Add entered for consump. 3,788,539 2,908,081

Tot. thrown on the market.. \$5,734,205 \$4,418,568

ENTERED FOR WAREHOUSING.

1866. 1867.

Manufactures of wool.... \$1,205,661 \$549,936

“ cotton... 447,210 159,891

“ silk.... 655,221 272,181

“ flax.... 985,066 428,388

Miscellaneous dry goods.. 177,539 83,898

Total entered for wareh'g. \$3,470,697 \$1,494,911

Total entered for consump. 3,788,539 2,908,081

Total entered at the port.. \$7,259,236 \$4,397,388

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

1866. 1867.

Manufactures of wool.... \$30,020,588 \$16,083,250

“ cotton.. 14,067,285 9,985,539

“ silk.... 15,988,324 12,530,412

“ flax.... 12,227,239 7,779,591

Miscellaneous dry goods. 7,212,578 5,691,152

Total entered for consump. \$79,516,014 \$52,069,956

WITHDRAWN FROM WAREHOUSE.

1866. 1867.

Manufactures of wool... \$16,303,644 \$16,330,111

“ cotton... 5,594,897 6,096,98

“ silk.... 7,298,861 6,643,08

“ flax.... 4,991,555 6,242,51

Miscellaneous dry goods. 1,174,714 1,544,39

Total withdrawn from warehouse \$35,363,671 \$36,857,00

Add entered for consump. 79,516,014 52,069,956

Total thrown on the market..... \$114,879,685 \$88,926,90

ENTERED FOR WAREHOUSING.

1866. 1867.

Manufactures of wool... \$18,628,967 \$14,655,78

“ cotton.. 5,830,758 5,260,645

“ silk.... 7,940,323 5,180,589

“ flax.... 6,816,520 4,594,006

Miscellaneous dry goods. 1,500,542 1,460,320

Total entered warehouse. \$40,717,110 \$31,101,83

Add entered for consump. 79,516,014 52,069,956

Total entered at the port. \$120,233,124 \$88,171,290

The Lehigh and Susquehanna Railroad was finished between Bethlehem and Mauch Chunk on the 25th ult., and a large train of coal and lumber cars passed safely over the road and was delivered to the North Pennsylvania Railroad on the same day. The road is expected to be opened through to Easton during the present month.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th Nov., inclusive, during the years 1866 and 1867, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866... 399,900	5,821,700	24,436,100	6,004,800
1867... 894,800	8,858,400	15,369,500	3,560,700

Dec. 5,100	*8,081,700	9,126,800	2,444,100
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* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 601,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Nov., in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.	863,800	399,900	394,800
Wheat, bushels.	9,404,500	5,821,700	8,858,400
Corn, bushels....	17,313,100	24,496,100	15,369,500
Barley, bushels....	4,000,900	6,004,800	3,560,700
Oats, bushels....	9,787,300	9,581,600	8,331,800
Rye, bushels....	1,081,400	1,307,800	862,900
Malt, bushels....	491,500	389,000	272,100
Beef, bbls.	9,884	1,800	1,480
Pork, bbls.	15,109	43	899
Bacon, lbs.	1,273,100	34,400
Butter, lbs.	1,099,600	1,180,200	662,800
Lard, lbs.	1,996,000	108,400	1,235,800
Cheese, lbs.	15,100,200	9,807,000	6,790,800
Wool, lbs.	617,000	495,400	352,600

Journal of Railroad Law.

LIABILITY FOR NEGLIGENCE TO A PASSENGER WHO, WITHOUT FRAUD, DID NOT PAY FARE.

In the case of Austin *vs.* Great Western Railway Co., which has just been decided in the English Court of the Queen's Bench, it appeared that the plaintiff was a child three years and two months old. The plaintiff's mother, Elizabeth Austin, carrying the plaintiff in her arms, took a ticket for herself, but not for the plaintiff, on a journey from Crumlin to Merthyr by what is called a "parliamentary train," on the defendants' railway. In the course of the journey an accident happened to the train, and the plaintiff's leg was broken. At the time the plaintiff's mother took her ticket no question was asked her by the defendants' servants as to the age of the child, nor was she told by the defendants' servants that she ought to take a ticket for the plaintiff at half the price charged an adult person. The defendants admitted that the accident was caused through the negligence of their servants, but contended that they were not liable for the consequences of the negligence, because the plaintiff's mother who had charge of him, had taken no ticket for him.

It was argued by the company that the defendants were entitled to receive payment for the plaintiff as a passenger, under the statute. It is true the plaintiff is a child of tender years, but there is a complete identity between him and his mother, and the concealment practiced by her affects the claim of the plaintiff. 8 Ex. 30 21 L. J. Ex. 286.

This case is analogous to the cases of concealment of a passenger as to the character of his luggage. If a carrier accept luggage to be carried with a passenger, and it turns out to be merchandise and is lost, the carrier is not liable for the loss 30 L. J. (C. P.) 289; 10 C. B. (N. S.) 154.

COCKBURN, C. J.—I think there should be no rule in this case. The contract is to carry safely

both the mother and the plaintiff. If that contract has been entered into under some misrepresentation on the part of the mother, she may be liable for the fare which she ought to have paid for the plaintiff, or for any penalty to which she may be subject by any enactment or bye law made under statutory powers. Her default does not alter the position of the company. The contract being to carry mother and child, through the negligence of the company the plaintiff was injured. I think the verdict right, and that therefore there should be no rule.

BLACKBURN, J.—I am also of opinion there should be no rule. I think that what was said in the case of Marshall *vs.* Newcastle and Berwick Railway Co. 21 L. J. (C. P.) 130; 11 C. B. 655, was quite correct. It was there laid down that the right which a passenger by railway has to be carried safely, does not depend on his having made a contract, but that the fact of his being a passenger casts a duty on the company to carry him safely.

If there has been a fraud on the part of the plaintiff, or if the plaintiff had been taken into the train without the defendants' authority, no such duty would arise. Whether the mother's fraud could be treated as the fraud of the child so as to bring the present case within the principle of the cases which have been referred to, we need not now inquire. The averment of fraud which may be thought to make the plea valid is disproved. We must take it that the child, without fault and through an honest mistake on the mother's part, was taken into the train by the railway company and received as a passenger by their servants with their authority. Under those circumstances, does or does not the law require those who were carrying the child to take a reasonable care that he should come to no damage? It certainly seems to me that a duty to carry safely arises under those circumstances. If there had been fraud on the part of the mother, it may be that she could not recover for an injury to herself; but in this case, the plaintiff being under three years of age, and therefore being incapable of fraud, and there being only a mistake on the part of the mother, I cannot but think that a duty was cast on the railway company to take reasonable care; and consequently I am of opinion that the verdict ought not to be disturbed.

SHEE, J.—It seems to me that there was one entire contract to carry both the mother and child. It would not have made the least difference in my mind if the mother had taken two tickets, there would have been only one contract to carry mother and child. The plaintiff could not comply with the regulations of the company; he could not show his ticket, or do any thing which a passenger is required to do.

The contract, therefore was necessarily a contract with the woman for herself and her child, and was an entire contract; the company to a certain extent has had the benefit of it by receiving a part of the fare to which they were entitled, and they would be entitled to bring an action against the mother if a fraud had been committed by her. I think they were under a responsibility to perform their contract, and they having undertaken to carry the mother and the child, the verdict was right and ought not to be disturbed.

LUSH, J.—I am of the same opinion. I prefer

to rest my judgment on the ground of contract. I think there was a contract to carry the mother and the child, and that contract operated in favor of each party. The only question is, whether the facts averred in the plea and found by the jury, negative the existence of any such contract as I have mentioned. I think they show that there was an undertaking to carry the plaintiff. If the company entered into it under a mistake as to the age of the child that does not make it the less a contract; we must hold that they did enter into a contract as carriers to carry the plaintiff safely which they have failed to perform.

Finances of Kentucky.

We learn from the Message of the Governor, that the public debt of the Commonwealth on the 10th of October, 1867, was \$4,611,199 46.

This sum includes the School Fund, which amounts to \$1,633,297 46.

Deducting this sum from the State debt proper, and the total indebtedness of the Commonwealth subject to payment, as of the 10th of October, 1867, is \$3,978,902.

There was in the Treasury of the State, to the credit of the Sinking Fund, on the 10th of October, 1867, \$1,519,783 34.

In addition to the sum last enumerated, there is due to the Sinking Fund, by the Treasury Department of the Commonwealth, for money borrowed, \$381,239 56; which, added to the amount in the Treasury, makes the total to the credit of the Sinking Fund on the 10th of October, 1867, \$1,901,022 90.

Were this amount of cash on hand applied to the extinguishment of the State debt, the total indebtedness of the Commonwealth, exclusive of School Fund, would on the 10th of October, 1867, amount to \$1,677,877 10.

This indebtedness of the Commonwealth is represented by State bonds of different maturities, bearing interest at the rate of 5 per cent. and 6 per cent. per annum.

This amount includes \$544,000 of the military bonds of the State, issued during the war, and maturing respectively in fifteen and twenty years, and designated as the remnant of the war debt.

The remaining portion of these bonds were executed many years ago, to enable the State to carry on an extensive system of internal improvement.

If all the stocks of the State were worth par, the resources of the sinking fund, independent of the \$1,901,022 90 in cash shown to its credit on 10th October, 1867, would amount to \$6,108,294 99. Add cash \$1,901,022 90, and the total resources of the sinking fund on the 10th of October, 1867, amounts to \$8,004,317 89.

Were the entire indebtedness of the Commonwealth liquidated, there would still remain to the credit of the sinking fund, \$7,926,438 28.

There was due from the United States to the Commonwealth of Kentucky, on the 1st of January, 1867 \$1,881,706 88
Amount received of the United States since 1st of January, 1867. 399,224 17

Leaving \$1,482,482 71
Add amount paid off by State since 1st of January, 1867, and for which United States is indebted.. 88,455 11

Balance due State 10th of October, 1867 \$1,468,937 52

Raritan and Delaware Bay Railroad.

The controversy between the Camden and Amboy Railroad Company and the Raritan and Delaware Bay Railroad Company has been finally decided by the Court of Errors and Appeals. Chancellor Green had decreed that the defendants must be enjoined from carrying on a through business between New York and Philadelphia until the 1st day of January, 1869. The Court of Errors and Appeals, on a revision of the whole case, have decided that the defendants had no right whatever to divert the route of their railroad so as to reach Philadelphia instead of Cape May, the destination prescribed by their charter, and that the Camden and Atlantic Railroad Company had no right to aid them in so doing, by prostituting its franchises, which were granted to it for an entirely different purpose. The Court further held, that as this invasion of the franchise of the Camden and Amboy Railroad Company was entirely unauthorized and unlawful, the complainants were, perhaps, entitled to have the unlawful structure taken up; but if the defendants should desist from further attempts to interfere with the business of the complainants, it might not be necessary to enforce so severe a remedy, if justice could be done without it. A milder course should be pursued, in view of the improvements which have sprung up on the line of these roads. The Court, however, held that the Camden and Amboy Railroad Company are entitled to a perpetual injunction against the defendants interfering with their business, irrespective of the monopoly contract; and if the defendants hereafter, either before 1869 or afterward, should attempt to continue such interference, the Court of Chancery ought to cause the road to be abated and to be taken up from the point where the Raritan and Delaware Bay Road first deviates toward Philadelphia to Jackson, the point where it connects with the Camden and Atlantic Railroad, or so much of it as would effectually sever the connection between the two roads.

W The *Valley Virginian*, speaking of the prospects of the Chesapeake and Ohio Railroad, says it has the assurance that a company of contractors in Ohio, representing a large amount of wealth, are willing to take the county bonds at par and build the road. This, it says, "settles the question of finance at once, and gives an assurance that our exertions will be crowned with success."

W Alleghany County, Va., has voted, 259 to 143 in favor of a subscription of \$50,000 to the Chesapeake and Ohio Railroad.

W The Commissioners of West Virginia have signed the agreement relative to the construction of the Chesapeake and Ohio Railroad.

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Main Trunk Line across the Continent.

The road is now nearly completed from Sacramento to the Richest Mining Regions in the Salt Lake Basin, and is being rapidly carried forward by the largest force of laborers ever employed by any Railroad Company on this continent.

The natural, legitimate, commercial business of the road surpasses all previous expectation, and is profitable beyond parallel, even among the oldest roads in existence. The Earnings and Expenses for the Quarter ending Oct. 31, were as follows, IN GOLD:

Gross Earnings. Operating Expenses. Net Earnings.

\$593,847.92 \$102,088.61 \$491,759.31

This result, however, would have been far greater but for the inability of wagon teams to forward the freight and passengers from the temporary terminus in the mountains.

The United States Government and the State and Cities of California have so aided and fostered the Great Enterprise, that the Company will assume very light annual interest obligations, and will have the following ample Resources at command for the Construction:

DONATIONS in Lands, Bonds, Concessions, etc., (without lien) -----	\$12,800,000
CAPITAL STOCK, Net Earnings, etc, (no lien) -----	11,000,000
LOANS (subordinate lien) -----	3,000,000
U. S. SUBSIDY BONDS, 726 miles, (subordinate lien) -----	25,517,000
FIRST MORTGAGE BONDS -----	25,517,000

Resources, first 726 miles ----- \$77,824,000

The FIRST MORTGAGE BONDS are in sums of \$1,000 each, with semi-annual gold coupons attached, and are offered for sale, for the present, at 95 per cent. and accrued interest from July 1st, in currency, at which rate they yield nearly NINE PER CENT. UPON THE INVESTMENT.

These Bonds, authorized by the Pacific Railroad Acts of Congress, are issued only as the work progresses, and to the same extent only as the Bonds granted by the Government, and are the prior lien upon the whole valuable property furnished by the above Resources. They possess special assurances and advantages over other Corporate Securities, and are destined to rank among THE BEST INVESTMENTS IN THE WORLD, from their unusual attractions of safety, soundness and profit.

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The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 28 lots of grounds with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

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**Across the Continent,
ARE NOW COMPLETED.**

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile, while that of many eastern roads is over one hundred. Work in the rock-cuttings on the western slope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from \$16,000 to \$48,000 per mile, for which it takes a second lien as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

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and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

November 23d, 1867.

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The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS**, Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. Being **MIXED READY FOR IMMEDIATE USE**, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after **TEN YEARS** and found to be quite good and **READY FOR USE**. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS **CHEAPER AND BETTER THAN ANY OTHER PAINT IN THE MARKET**.

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SHEET NO.	SHEET NO.
1. General Table for all Bases	13. for Base 18 ft. Slop. 1/2 to 1
and all Slopes.	14. " 20 " 1/2 to 1
2. For Side Hill Cuts and Fills.	15. " 24 " 1/2 to 1
3. Base 12 ft. Slopes 1/2 to 1/16.	16. " 24 " 1/2 to 1
4. " 14 " 1/2 to 1/17.	17. " 25 " 1/2 to 1
5. " 15 " 1/2 to 1/18.	18. " 26 " 1/2 to 1
6. " 15 " 1 to 1/19.	19. " 28 " 1/2 to 1
7. " 15 " 1/2 to 1/20.	20. " 30 " 1/2 to 1
8. " 15 " 1 to 1/21.	21. " 30 " 1/2 to 1
9. " 15 " 1 to 1/22.	22. " 30 " 1/2 to 1
10. " 15 " 1 to 1/23.	23. " 32 " 1/2 to 1
11. " 15 " 1 to 1/24.	24. " 32 " 1/2 to 1
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86. " 15 " 1 to 1/99.	99. " 32 " 1/2 to 1
87. " 15 " 1 to 1/100.	100. " 32 " 1/2 to 1

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